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RAILWAY RETURNS.

RETURNS OF THE CAPITAL, TRAFFIC, RECEIPTS,

AND

WORKING EXPENDITURE

OF THE

RAILWAY COMPANIES

OF THE

UNITED KINGDOM

For the Year 1907

(Pursuant to the Acts 34 & 35 Vict. cap. 76).

WITH A GENERAL REPORT THEREON AND SUMMARY TABLES
FOR A SERIES OF YEARS.

Presented to both Houses of Parliament by Command of His Majesty



LONDON

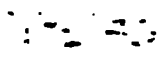
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GENERAL REPORT.

TO THE SECRETARY OF THE BOARD OF TRADE.

SIR,

I have the honour to present herewith the Returns for 1907, made to the Board of Trade under the Regulation of Railways Act, 1871, and the Railway and Canal Traffic Act, 1888, in respect of the capital, traffic, receipts and expenditure of the railway companies of the United Kingdom, together with the usual Annual Report thereon.

A Preliminary Statement of the more important particulars shown by these Returns, with comparative figures for 1906 and 1905, was issued in May last as a Parliamentary Paper*. As in the case of the Preliminary Statements issued in past years the provisional figures given therein approximated fairly closely to the definite figures finally compiled.

The various Summary Tables usually given in this Return have been continued in the present volume, and the following observations thereon are now submitted in accordance with the usual practice.

Capital.

The total amount of authorised capital shown by the Returns for 1907 was £1,394,206,652 as compared with £1,384,996,465 shown by the Returns for 1906. Allowance being made for some minor corrections rendered necessary owing to the omission from the Return for 1907 of a small amount of duplicated capital which had been included in previous years, the increase in 1907 amounted to about 9½ millions. The corresponding increases in 1906 and 1905 were 2½ millions and 9 millions respectively. All these increases are much smaller than those which took place in other recent years.

The following statement shows the amounts of capital returned as paid up at the end of each of the years 1907 and 1906, distinguishing between "ordinary," "preference and guaranteed" and "loans and debenture" stock, and showing separately the amounts by which each description had been increased by merely nominal additions :—

Class of Stock.	Total Paid-up Capital.			Amount included in Paid-up Capital, representing nominal additions on the consolidation, conversion, and division of Stocks.		
	1907.	1906.	Increase in 1907 over 1906.	1907.	1906.	Increase in 1907 over 1906.
	Million £.	Million £.	Million £.	Million £.	Million £.	Million £.
Ordinary Stock - - - -	489·2	486·7	2·5	90·5	90·0	0·5
Preference and Guaranteed Stock	458·9	458·5	0·4	61·0	61·0	- -
Loans and Debenture Stock -	346·0	341·7	4·3	44·4	44·3	0·1
Total - -	1,294·1	1,286·9	7·2	195·9	195·3	0·6

* Railway Returns, 1907, (Preliminary Statement) Cd. 4101.

It appears from this statement that the total amount of Railway capital returned as raised at the close of 1907 was 1,294 million pounds, of which nearly 196 millions, or approximately 15 per cent., was due to nominal additions of the nature stated in the Table. The nominal additions formed approximately 18½ per cent. of the “ordinary” stock, 13¼ per cent. of the “preference and guaranteed” stocks, and 12¼ per cent. of the “loans and debenture” stock.

Allowing for the corrections previously referred to the total amounts of capital at the end of 1907, compared with the corresponding amounts at the end of 1906, showed increases of about 2¾ millions in the ordinary, half a million in the preference and guaranteed, and 4½ millions in the loans and debenture stock, making a total increase of 7¾ millions—the smallest hitherto recorded in these Returns. The proportions which the various classes of stock bore to the total paid-up capital differed but slightly from those that had obtained at the end of the previous year, the “ordinary” stock forming 38 per cent., the “preference and guaranteed” 35 per cent., and “loans and debenture” stock 27 per cent. of the total.

It may, perhaps, be of interest to refer at this point, as in previous years, to the Summary Table No. 9, which shows the average rates of dividend or interest paid on each description of capital during the last ten years. The figures given in this Table have been computed from the rates returned by the Companies as having been paid, and the amounts of capital to which each rate applied. As stated in former Reports, the amounts arrived at in this way are somewhat in excess of the real amounts, mainly owing to some Companies having invested a portion of their capital in the stocks and shares of other Companies (capital to the extent of about twelve millions being duplicated in this way), and partly owing to dividends having been paid in some instances for a portion of a year only. The extent of this excess is, however, probably only small. The average dividends paid on the various classes of capital in 1907 were much the same as those paid in 1906, being approximately 3¼ per cent. on the ordinary capital, 3½ per cent. on the preference, 4 per cent. on the guaranteed, and 3½ per cent. on the loans and debenture stock. There has been little variation in these rates for some years past.

As pointed out in a note to Table No. 9, however, the rates are naturally lower than they would have been had there been no nominal additions to the capital of the Companies. The average rate of dividend or interest computed on the total capital, as it would have stood if no nominal additions had been made thereto, was 4·06 per cent. as compared with the rate of 3·45 per cent. paid on the total capital including nominal additions.

Traffic and Receipts therefrom.

The gross receipts of the Companies in 1907 and 1906 from passenger and goods traffic were as follows :—

Receipts from—	1907.	1906.	Increase.	
			Amount.	Per Cent.
	Million £.	Million £.	Million £.	
Passenger traffic	51·0	49·9	1·1	2·2
Goods traffic	61·2	58·4	2·8	4·8
Total	112·2	108·3	3·9	3·6

The above statement does not include receipts from miscellaneous sources, such as steamboats, canals, docks, rents, tolls, hotels, etc.

Both passenger and goods traffic receipts were greater in 1907 than in 1906, the receipts from passenger traffic having increased by more than a million pounds, and the receipts from goods traffic by two and three quarter millions. The corresponding increases in 1906 were 1·2 millions and 2·0 millions respectively.

Passenger Traffic.

The following statement shows the *receipts* from each class of passenger traffic in the last two years :—

Receipts from—	1907.	1906.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
Ordinary passengers :—	£.	£.	£.	
First class - - - - -	3,363,000	3,429,000	(—) 66,000	(—) 1·9
Second class - - - - -	2,810,000	2,923,000	(—) 113,000	(—) 3·9
Third class - - - - -	31,519,000	30,584,000	(+) 935,000	(+) 3·1
Season-ticket holders - - - - -	4,410,000	4,269,000	(+) 141,000	(+) 3·3
Excess luggage, mails, parcels, carriages, horses, dogs, &c. - - - - -	8,873,000	8,678,000	(+) 195,000	(+) 2·2
Total - - -	50,975,000	49,883,000	(+) 1,092,000	(+) 2·2

These increases and decreases are very similar to those shown by the Returns for the year 1906 as compared with the Returns for 1905, there being, in each case, an increase of nearly a million pounds in the receipts from third class ordinary passengers, substantial increases under the heads of “Season ticket holders” and “Excess luggage, etc.,” and small decreases in the receipts from first and second class ordinary passengers.

The following is a comparison of the *numbers* of ordinary passengers of each class (exclusive of season-ticket holders) carried by the Companies during each of the last two years :—

	1907.	1906.	Increase (+) or Decrease (—).	
			Number.	Per Cent.
Ordinary passengers :—	No.	No.		
First class - - - - -	33,363,000	35,600,000	(—) 2,237,000	(—) 6·3
Second class - - - - -	36,698,000	42,565,000	(—) 5,867,000	(—) 13·8
Third class - - - - -	1,189,420,000	1,162,182,000	(+) 27,238,000	(+) 2·3
Total - - -	1,259,481,000	1,240,347,000	(+) 19,134,000	(+) 1·5

An examination of the details given in the Return No. II. (pp. 48–65 of this volume) shows that some Companies carried a greater and others a smaller number of third class ordinary passengers in 1907 than in 1906. The reduced numbers observable in the case of certain of the Companies are no doubt largely due to tramway and motor omnibus competition. The increase on the total number of third class ordinary passengers appears to be mainly attributable to the passengers carried by two Metropolitan “tube” railways, one of which was opened in 1907, and the other near the close of 1906.

The following statement of the average receipts per passenger of each class is in the usual form. Regard must be had to the fact that the figures for the years 1905–7 are compiled on a basis somewhat different from that of previous years. Up to and inclusive of the year 1904, passengers other than first class passengers, travelling on the Liverpool Overhead Railway (a railway which has only two classes of passengers) were included in the Returns as second class passengers, but in the Returns for subsequent years they have been included as third class passengers. The practical abolition of the second class on the Metropolitan and Metropolitan District Railways also resulted in the transfer from the second to the third class of a number of short distance passengers, and the increase in the average receipts per second class passenger, shown by the Returns for the years 1905–7, is largely due to these transfers.

AVERAGE RECEIPTS per PASSENGER (excluding Season-Ticket Holders).

Class of Passenger.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
First class - -	23·6	24·0	24·4	24·4	24·1	23·6	22·9	23·1	24·2
Second class - -	9·8	10·4	10·8	10·9	10·8	11·0	13·9	16·5	18·4
Third class - -	6·5	6·5	6·5	6·5	6·5	6·5	6·4	6·3	6·4
All classes - -	7·3	7·3	7·3	7·3	7·3	7·2	7·2	7·1	7·2

It will be observed that the average receipts per passenger *from all classes* have hardly varied at all throughout the period to which the statement relates.

The following table in which a comparison is made between the annual rate of increase in the numbers of third class railway passengers and tramway passengers respectively is in the usual form :—

Year.	Third Class Railway Passengers. (Years ended 31st December.)	Increase.		Tramway Passengers.*	Increase.	
		Number.	Per Cent.		Number.	Per Cent.
1898	963,674,000	28,514,000	3·0	858,486,000†	69,916,000	8·9
1899	1,003,996,000	40,322,000	4·2	924,820,000†	66,334,000	7·7
1900	1,038,873,000	34,877,000	3·5	1,065,374,000†	140,554,000	15·2
1901	1,068,919,000	30,046,000	2·9	1,198,227,000†	132,853,000	12·5
1902	1,080,625,000	11,706,000	1·1	1,394,453,000†	196,226,000	16·4
1903	1,086,205,000	5,580,000	0·5	1,799,343,000‡	**	**
1904	1,092,549,000	6,344,000	0·6	2,068,913,000‡	269,570,000	15·0
1905	1,110,024,000	17,475,000	1·6	2,236,013,000‡	167,100,000	8·1
1906	1,162,182,000	52,158,000	4·7	2,454,807,000‡	218,794,000	9·8
1907	1,189,420,000	27,238,000	2·3	§	§	§

* The figures with regard to the number of Tramway Passengers in each year will be found on page 311 of the Fifty-fifth number of the "Statistical Abstract for the United Kingdom."

† Years ending 30th June.

‡ These figures represent the number of passengers carried by Street and Road Tramway and Light Railway Companies during the years ending 31st December, 1903 to 1906, respectively, and by Street and Road Tramways and Light Railways owned by Local Authorities during the years ending March 31st, 1904 to 1907, respectively.

§ Returns not yet available.

** Cannot be given, see note ‡.

The rate of increase in 1907 amongst tramway passengers cannot be shown, the tramway returns for that year not having yet been completed. As previously indicated, the number of third class ordinary railway passengers carried in 1907 would probably have been smaller than the number carried in 1906 but for the opening of two new "tube" railways in the Metropolis.

The increase in tramway passengers in the year 1903 was somewhat abnormal owing to the inclusion in the Returns for that year, for the first time, of particulars relating to public road lines authorised under the Light Railways Act, 1896.

The following Table shows the receipts from each class of season ticket-holders :—

Receipts from—	1907.	1906.	Increase (+) or decrease (—).	
			Amount.	Per Cent.
Season-ticket Holders :—	£.	£.	£	
First class - - - -	1,465,000	1,457,000	(+) 8,000	(+) 0·5
Second class - - - -	1,030,000	1,031,000	(-) 1,000	(-) 0·1
Third class - - - -	1,915,000	1,781,000	(+) 134,000	(+) 7·5
Total - - -	4,410,000	4,269,000	(+) 141,000	(+) 3·3

This statement shows a further increase, following on those of previous years, in the receipts from third class season tickets, the increase under this head in 1907 being £134,000, as compared with £137,000 in 1906. The receipts from first class season tickets show a small increase, and those from second class season tickets a small decrease.

The numbers of season-ticket holders are returned by the Companies on a uniform basis showing the equivalent in annual tickets. A comparison of the number of each class in the years 1907 and 1906 is given in the Table below:—

Number of—	1907.	1906.	Increase (+) or Decrease (—).	
			Number.	Per Cent.
Season-ticket Holders:—				
First class - - - - -	129,769	129,266	(+) 503	(+) 0·4
Second class - - - - -	151,312	155,692	(—) 4,380	(—) 2·8
Third class - - - - -	434,517	408,508	(+) 26,009	(+) 6·4
Total - - - - -	715,598	693,466	(+) 22,132	(+) 3·2

The average receipt per annual season ticket of each class was as follows:—

Class of Ticket.	1907.	1906.
	£ s. d.	£ s. d.
First class - - -	11 6 0	11 5 0
Second class - - -	6 16 0	6 13 0
Third class - - -	4 8 0	4 7 0
All classes - - -	6 3 0	6 3 0

Combining the receipts from season-ticket holders with those from the ordinary passengers under each class we obtain the following results:—

Receipts from—	1907.	1906.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
Ordinary and season-ticket passengers:—	£.	£.	£.	
First class - - - - -	4,828,000	4,885,000	(—) 57,000	(—) 1·2
Second class - - - - -	3,840,000	3,955,000	(—) 115,000	(—) 2·9
Third class - - - - -	33,434,000	32,365,000	(+) 1,069,000	(+) 3·3
Total - - - - -	42,102,000	41,205,000	(+) 897,000	(+) 2·2

The effect of combining the receipts from season tickets with the other receipts from passenger traffic is to lessen the rate of decrease of the first and second class receipts; and to add slightly to the rate of increase of the third class receipts.

Goods Traffic.

The following statement shows the receipts from each branch of goods traffic in 1907 and 1906 :—

Receipts from—	1907.	1906.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
	£.	£.	£.	
“Minerals” - - - - -	29,415,000	27,597,000	(+) 1,818,000	(+) 6·6
“General Merchandise” - - -	30,287,000	29,391,000	(+) 896,000	(+) 3·0
Live stock - - - - -	1,501,000	1,406,000	(+) 95,000	(+) 6·8
Total - - - - -	61,203,000	58,394,000	(+) 2,809,000	(+) 4·8

There was thus a total increase of more than two and three-quarter million pounds sterling, about two-thirds of which was derived from “mineral” traffic.

The following Table shows the tonnage of “minerals” and “general merchandise” conveyed during each of the last two years :—

—	1907.	1906.	Increase.	
			Amount.	Per Cent.
	Million Tons.	Million Tons.	Million Tons.	
“Minerals” conveyed - - - -	407·6	383·0	24·6	6·4
“General merchandise” conveyed - -	108·3	105·8	2·5	2·4
Total - - - - -	515·9	488·8	27·1	5·5

The increases in tonnage are of approximately the same amount as those shown by the Returns for 1906 on comparison with the Returns for 1905.

As the production and export of coal have an important bearing on the mineral traffic of the railway companies, the principal figures relating thereto are here given, as in previous Reports. It will be observed that the production of coal increased in 1907 by 6·7 per cent., while the increase in the “mineral” traffic of the railway companies was 6·4 per cent.

Quantity of	1907.	1906.	Increase (+) or Decrease (—).	
			Amount.	Per Cent.
	Tons.	Tons.	Tons.	
Coal raised - - - - -	267,828,000	251,068,000	(+) 16,760,000	(+) 6·7
Coal brought to London by railway* - - - - -	8,345,000	7,574,000§	(+) 771,000	(+) 10·2
Coal shipped coastwise† - -	20,246,000	19,885,000	(+) 361,000	(+) 1·8
Coal exported abroad‡ - -	63,601,000	55,600,000	(+) 8,001,000	(+) 14·4
Coal shipped for their own use by steamers engaged in the foreign trade - - - -	18,619,000	18,590,000	(+) 29,000	(+) 0·2

* From information specially returned to the Board of Trade by the Railway Companies.

† From information specially supplied to the Board of Trade by the Commissioners of Customs.

‡ Excluding coal shipped for their own use by steamers engaged in the foreign trade.

§ Revised figures.

Train Mileage.

No figures with regard to the average load of passenger or goods trains have, so far as is known, been compiled systematically by the majority of the railway companies; the following figures, however, show the number of miles travelled by passenger and goods trains respectively during 1907 and 1906 :—

Year.	Passenger Trains.	Goods Trains.	Total (including Mixed Trains).
	Million Miles.	Million Miles.	Million Miles.
1907 - - - - -	262·6	164·4	428·4
1906 - - - - -	253·5	158·9	414·2
Increase (+) or Decrease (-) \ Mileage - - Per cent. - -	(+) 9·1 (+) 3·6	(+) 5·5 (+) 3·5	(+) 14·2 (+) 3·4

The Table shows an increase in 1907 of about 3½ per cent. in both passenger and goods train mileage. Passenger train mileage has increased regularly from year to year, without a break, throughout the whole period covered by these Returns. On the other hand, the details given in Table No. 15 (p. xxxix), show that between 1900 and 1905, goods train mileage fell from 180,049,000 to 154,751,000. It rose to 158,879,000 in 1906, and further to 164,375,000 in 1907. Thus it was, in 1907, still considerably less than in 1900, in spite of the large increase which has taken place in the tonnage of general merchandise and minerals conveyed—the total tonnage having risen from 424,929,000 in 1900 to 515,887,000 in 1907.

The following statement gives a summary of the rates of increase in passenger journeys, tonnage conveyed, receipts, and train mileage in 1907 as compared with 1906:—

	Per Cent
Increase in number of ordinary passengers conveyed in 1907 compared with 1906 - - - - -	1·5
Increase in passenger train mileage ditto ditto -	3·6
Increase in receipts from passenger traffic ditto ditto -	2·2
Increase in tonnage of goods conveyed in 1907 compared with 1906 - - - - -	5·5
Increase in goods train mileage ditto ditto -	3·5
Increase in receipts from goods traffic ditto ditto -	4·8

Thus during the year passenger train mileage increased faster than passenger receipts, whilst on the other hand, receipts from goods traffic increased faster than the mileage of goods trains.

As shown by the Summary Table No. 18, the receipts from passenger and goods traffic per train mile amounted to 62·85*d.*, or 0·12*d.* more than in 1906. The receipts per passenger train mile fell from 47·03*d.* in 1906 to 46·57*d.* in 1907—that being the lowest average recorded. The receipts from goods traffic, on the other hand, increased from 88·05*d.* per train mile in 1906 to 89·32*d.* in 1907—the 1907 average being the highest recorded.

The following statement shows the average receipts per train mile, distinguishing goods and passenger trains, during each of the last six years :—

Year.	Receipts per Train Mile.		
	From Passenger Traffic.	From Goods Traffic.	From Passenger and Goods Traffic.
	<i>d.</i>	<i>d.</i>	<i>d.</i>
1902	49·50	77·08	61·27
1903	49·21	82·55	62·79
1904	48·09	85·42	62·74
1905	47·58	87·29	62·93
1906	47·03	88·05	62·73
1907	46·57	89·32	62·85

Working Expenditure.

The increase in the total working expenditure of the railway companies in 1907 amounted to £3,827,000—the largest increase since that of 1900, which amounted to £4,653,000. The proportion of working expenses to gross receipts rose from 62 per cent. in 1906 to 63 per cent. in 1907. The following Table shows the working expenses during each of the last ten years :—

Year.	Total Working Expenses.	Increase.		Proportion borne by Working Expenses to Gross Receipts.
		Amount.	Per Cent.	
	Million £.	Million £.		Per Cent.
1898 - - - -	55·96	2·88	5·4	58
1899 - - - -	60·09	4·13	7·4	59
1900 - - - -	64·74	4·65	7·7	62
1901 - - - -	67·49	2·75	4·2	63
1902 - - - -	67·84	0·35	0·5	62
1903 - - - -	68·56	0·72	1·1	62
1904 - - - -	69·17	0·61	0·9	62
1905 - - - -	70·06	0·89	1·3	62
1906 - - - -	72·78	2·72	3·9	62
1907 - - - -	76·61	3·83	5·3	63

In the Report for the year 1901 attention was drawn to the new system adopted in that year in dealing with the receipts of railway companies from hotels owned by them. The *gross* receipts and the *gross* expenditure of all companies on account of hotels were first shown in that year, several companies having previously returned only the *net* receipts. The effect of the alteration made was to swell both the gross receipts and the gross expenditure for 1901 as compared with previous years by about one million sterling. The net receipts were, however, not affected by the change, and the proportion of working expenses to gross receipts was also practically unchanged. The figures given for the year 1901 and subsequent years are strictly comparable in all respects.

The following is a comparison for 1907 and 1906 of the gross amounts of the expenses of the companies under the four principal heads. These heads cover the bulk of the expenses connected with the actual working of the lines, they are also, it may be added, those chiefly influenced by variations in the charges for wages, fuel, and materials :—

Heads of Expenditure.	1907.	1906.	Increase (+) or Decrease (-)
	Million £.	Million £.	Million £.
Maintenance of way, works, and stations	11·26	10·98	(+) 0·28
Locomotive power - - - - -	21·59	19·40	(+) 2·19
Repair and renewal of carriages and waggons	6·24	6·07	(+) 0·17
Traffic expenses - - - - -	21·81	21·04	(+) 0·77

The expenditure on "Maintenance of Way, &c.," increased by £280,000, as compared with an increase of £400,000 in 1906. That on "Locomotive Power" increased by £2,190,000, as compared with an increase of £880,000 in 1906; the large increase under this head being partly due to the high price of coal. The expenditure on "Repair and Renewal of Carriages and Waggon" and that on "Traffic Expenses," increased by £170,000 and £770,000 respectively. Taking these four principal heads together, the increase exceeded £3,400,000, which compares with an increase of a little over £2,000,000 in 1906.

The amounts of "Rates and Taxes" paid by the railway companies in each year since 1898 have been as follows:—

Year.	Total Amount of Rates and Taxes.	Increase + or Decrease — compared with previous year.
	£.	£.
1898 - - - - -	3,425,000	—
1899 - - - - -	3,582,000	+ 157,000
1900 - - - - -	3,757,000	+ 175,000
1901 - - - - -	3,980,000	+ 223,000
1902 - - - - -	4,228,000	+ 248,000
1903 - - - - -	4,493,000	+ 265,000
1904 - - - - -	4,736,000	+ 243,000
1905 - - - - -	4,933,000	+ 197,000
1906 - - - - -	4,965,000	+ 32,000
1907 - - - - -	4,863,000	- 102,000

It will be seen that the increases under this head, which had been diminishing since 1903, gave place last year to a decrease of £102,000—a decrease which will no doubt be noted by railway shareholders with satisfaction.

As in previous years, an examination has been made of the accounts rendered to their shareholders by the principal companies, in order to estimate the effect of variations in the cost of materials and in the extent of the wages bill on the increase in expenditure. The information which has been compiled from these accounts is given in Appendix C, and as the total working expenditure of the fifteen companies for which particulars are there given amounts to approximately 84 per cent. of the total for all the companies during the year, it may be assumed that the expenditure of these fifteen principal companies is fairly representative of the whole. The following figures show the cost of coal and coke and of materials used in the repair of engines for these fifteen companies:—

Year.	Expenditure on Coal and Coke.	Expenditure on Materials in Locomotive Repairing Department.
	£.	£.
1892 - - - - -	3,290,000	1,338,000
1893 - - - - -	3,199,000	1,260,000
1894 - - - - -	3,059,000	1,270,000
1895 - - - - -	2,932,000	1,262,000
1896 - - - - -	2,839,000	1,403,000
1897 - - - - -	3,031,000	1,498,000
1898 - - - - -	3,493,000	1,585,000
1899 - - - - -	4,278,000	1,781,000
1900 - - - - -	5,987,000	1,999,000
1901 - - - - -	5,989,000	2,092,000
1902 - - - - -	5,042,000	2,152,000
1903 - - - - -	4,959,000	2,211,000
1904 - - - - -	4,874,000	2,151,000
1905 - - - - -	4,810,000	2,189,000
1906 - - - - -	5,048,000	2,329,000
1907 - - - - -	6,175,000	2,593,000

The figures relating to the cost of materials used in the maintenance of permanent way and in the repair and renewal of carriages and waggon, though given in the Appendix, are not quoted here, as undoubtedly much variation exists in the amounts of expenditure which individual companies may find it requisite to incur for these purposes in particular years. It will be seen, however, from the figures above quoted, that there was a continuous reduction in the expenditure on fuel in the four years from 1893 to 1896, although there was, during the same period, a general increase in train mileage. From 1896 to 1901 the expenditure on coal and coke increased yearly, the expenditure in 1901 being more than double that of 1896. In the next four years expenditure decreased each year. In 1906 there was an increase of £238,000, and in 1907 a further increase of no less than £1,127,000, or over 22 per cent. as compared with the previous year.

As some indication of the course of prices of coal and materials in recent years, the following statement will be of interest. It is, of course, to be understood that the figures quoted in the case of coal relate to all descriptions of coal, and not alone to those kinds which are used particularly for railway locomotive purposes :—

	Year.	Approximate Price of Coal at the Mines, according to the "Mineral Statistics."	Average Export Prices, computed from the Quantities and Declared Values of the Exports.	
			Of Coal.	Of Iron and Steel Rails.
			Per Ton.	Per Ton.
	1898	6s. 4½d.	9·79s.	4·57l.
	1899	7s. 7d.	10·53s.	4·90l.
	1900	10s. 9¾d.	16·52s.	6·33l.
	1901	9s. 4½d.	†13·73s.	5·86l.
	1902	8s. 2¾d.	†12·19s.	5·44l.
	1903	7s. 8d.	†11·58s.	5·32l.
	1904	7s. 2½d.	†11·02s.	4·84l.
	1905	6s. 11½d.	†10·47s.	5·00l.
	1906	7s. 3½d.	†10·82s.	5·63l.
	1907	†9s. 0d.	12·63s.	6·54l.

The foregoing Table shows that there was a considerable increase in 1907 in the prices of both coal and rails, the price of rails being higher than in either of the nine preceding years, and the price of coal higher than in any year since 1901.

It may be of interest to compare the number of train miles run with the quantity of fuel consumed for locomotive purposes, and also with the cost of fuel to the companies. The following Table shows the annual percentage increases or decreases which have occurred in these figures year by year since 1899 :—

Year.	Increase (+) or Decrease (–) As compared with the previous year.		
	In Total Train-Mileage.	In quantity of fuel consumed for locomotive purposes (by all Railway Companies).*	In Cost of Fuel (to fifteen Principal Railway Companies).
	Per Cent.	Per Cent.	Per Cent.
1899	(+) 4·2	(+) 7·0	(+) 22·5
1900	(+) 1·5	(+) 5·0	(+) 39·9
1901	(–) 0·8	(–) 1·6	(+) 0·03
1902	(+) 0·2	(+) 2·8	(–) 15·8
1903	(–) 1·5	(+) 0·6	(–) 1·6
1904	(+) 0·8	(+) 0·4	(–) 2·5
1905	(+) 1·0	(+) 1·3	(–) 1·3
1906	(+) 3·3	(+) 4·3	(+) 4·9
1907	(+) 3·4	(+) 6·9	(+) 22·3

* The figures with regard to quantity of fuel consumed in each of the years 1902–1906 are to be found on page 53 of "Coal Tables, 1906" (Parl. Paper No. 349 of Session 1907). The figure for 1907 has been specially supplied to the Board of Trade by the Railway Companies.
† The export price of coal includes, from the 19th April, 1901 to October 31st, 1906, the Export Duty of 1s. per ton.
‡ From information specially supplied to the Board of Trade by the Home Office.

The figures from which these percentages are deduced are not stated in the Table, for the reason that those relating to the cost of fuel are derived from the expenditure of fifteen selected companies only, while the other percentages are based on the totals for *all* the companies.

A comparison of the first two columns in the above Table shows that in nearly every year included in the Table the percentage increase in the quantity of fuel consumed was greater than the percentage increase in train mileage, a fact which is no doubt explained by the tendency to increase train loads and the consequent employment of heavier and more powerful locomotives.

As regards the expenses incurred in the payment of wages, the following figures, which relate to the fifteen principal railway companies of the United Kingdom, are taken from the Table in the Appendix above referred to :—

Year.	In Locomotive Department.		In Traffic Department.
	Working of Engines.	Repairing and Renewing Engines.	
	£.	£.	£.
1898 - - -	4,687,000	1,878,000	11,686,000
1899 - - -	5,047,000	1,988,000	12,320,000
1900 - - -	5,282,000	2,058,000	12,802,000
1901 - - -	5,259,000	2,106,000	13,112,000
1902 - - -	5,251,000	2,219,000	13,342,000
1903 - - -	5,213,000	2,255,000	13,534,000
1904 - - -	5,178,000	2,227,000	13,654,000
1905 - - -	5,194,000	2,246,000	13,749,000
1906 - - -	5,377,000	2,319,000	14,076,000
1907 - - -	5,676,000	2,421,000	14,573,000

On the assumption that the expenses of the smaller companies on account of wages showed the same tendency to increase as those of the larger, the following comparative statement may be given :—

	Per Cent.
Work done in 1907 as compared with 1906 —	
Increase in number of ordinary passengers conveyed - - -	1·5
Increase in tonnage of goods carried - - -	5·5
Increase in total train mileage - - -	3·4
Cost for wages in 1907 compared with 1906—	
Increase in locomotive department - - -	5·2
Increase in traffic department - - -	3·5
Increase in the two departments taken together - - -	4·1

In the figures already given (*see* page xii) which show the total expenditure of the companies, all branches of expenditure were included; for certain purposes, however, more especially for showing the expenditure per train mile and per mile of open railway, it is desirable to exclude the expenditure of railway companies on steamboats, docks, harbours, and canals. In Summary Table No. 16 a total is therefore given which shows the expenditure of the companies exclusive of steamboat, dock, harbour, and canal expenditure. The expenditure per train-mile

and per mile of open railway under each head except steamboat, etc., is shown in Table No. 19. The results per train-mile run for the years 1907 and 1906 are summarised in the following statement :—

Expenditure on account of—	Cost per Train-mile.		Increase (+) or Decrease (–) in 1907.
	1907.	1906.	
	<i>d.</i>	<i>d.</i>	<i>d.</i>
Maintenance of way - - - -	6·31	6·36	(–) 0·05
Locomotive power - - - -	12·09	11·24	(+) 0·85
Rolling stock - - - -	3·50	3·52	(–) 0·02
Traffic expenses - - - -	12·22	12·19	(+) 0·03
General charges - - - -	1·61	1·63	(–) 0·02
Rates and taxes - - - -	2·72	2·87	(–) 0·15
Government duty* - - - -	0·20	0·21	(–) 0·01
Compensation :			
To Employees - - - -	0·13	0·11	(+) 0·02
Personal injuries to passengers -	0·09	0·15	(–) 0·06
Damage to goods - - - -	0·24	0·22	(+) 0·02
Legal and Parliamentary expenses -	0·18	0·19	(–) 0·01
Miscellaneous - - - -	1·27	1·23	(+) 0·04
Total (exclusive of expenditure on steamboats, docks, harbours, and canals) -	40·56	39·92	(+) 0·64

The above statement shows that the total cost per train-mile increased by 0·64*d.*, the greatest changes being an increase of 0·85*d.* on locomotive power and a decrease of 0·15*d.* on rates and taxes.

The usual calculations respecting the expenditure per train-mile of some of the principal companies are given in Table No. 21 (*see page 1*).

Net Earnings and Dividends.

As regards the actual net earnings of the companies in 1907, the total gross receipts (including about 9½ millions sterling received from steamboats, canals, hotels, and other miscellaneous sources) amounted in the year to £121,549,000, and the total working expenditure to £76,609,000. The net receipts therefore amounted to £44,940,000, as against £44,446,000 in the previous year. The proportion of net earnings to capital was very slightly greater than in 1906, viz. :— 3·47 per cent. as compared with 3·45 per cent. The amount of paid up capital increased during the year by about 7½ millions (0·60 per cent.), and the increase since 1900 has been 118½ millions (10 per cent.). As already stated, the average rates of dividend paid on the different classes of capital were practically the same in 1907 as in 1906.

The following statement compares the average proportion of net earnings to capital in each quinquennial period from 1871–75 to 1901–05.

	Years.					Proportion of total net earnings to Capital.
						Per cent.
Average of	1871–75	-	-	-	-	4·56
„	1876–80	-	-	-	-	4·29
„	1881–85	-	-	-	-	4·22
„	1886–90	-	-	-	-	4·07
„	1891–95	-	-	-	-	3·80
„	1896–1900	-	-	-	-	3·64
„	1901–05	-	-	-	-	3·38

* For Great Britain only. The railway passenger duty is not charged in Ireland.

The proportion, it will be observed, shows a general tendency to decline. This, however, arises in part from nominal additions to capital on the conversion of stocks, such nominal additions representing, as already stated, 15 per cent. of the total capital of the companies.

The following statement shows the amounts of each description of capital classed according to the rates of dividend or interest paid in 1907 :—

Rates of Dividend or Interest.	Ordinary.		Preferential.		Guaranteed.		Loans and Debenture Stock.	
	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.
Nil - - - - -	£. 66,306,016	13·6	£. 20,397,011	6·1	£. 50,000	0·0	£. 1,103,371	0·3
Not above 1 per cent. - -	35,467,579	7·2	733,088	0·2	—	—	200,000	0·1
Above 1 and not above 2 per cent.	25,098,848	5·1	389,700	0·1	1,351,180	1·1	83,647	0·0
„ 2 „ 3 „ -	141,518,825	28·9	102,859,533	30·5	23,271,260	19·1	187,834,058	54·3
„ 3 „ 4 „ -	40,100,738	8·2	161,032,088	47·8	58,217,338	47·8	111,357,561	32·2
„ 4 „ 5 „ -	46,790,862	9·6	49,860,582	14·8	36,444,935	29·9	43,912,652	12·7
„ 5 „ 6 „ -	51,870,697	10·6	1,663,814	0·5	2,608,200	2·1	1,499,462	0·4
„ 6 „ 7 „ -	79,516,756	16·3	—	—	—	—	—	—
„ 7 „ 8 „ -	2,293,461	0·5	—	—	2,000	0·0	5,400	0·0
„ 8 „ 9 „ -	—	—	—	—	—	—	—	—
„ 9 „ 10 „ -	225,000	0·0	—	—	—	—	—	—
Total - - - -	489,188,782	100·0	336,935,816	100·0	121,944,913	100·0	345,996,151	100·0

The following Table shows the amounts of the ordinary capital grouped according to dividends paid in each of the last five years, and enables the variations which have occurred during that period to be easily traced :—

Rates of Dividend.	Amount.—Million £					Percentage of Total.				
	1903.	1904.	1905.	1906.	1907.	1903.	1904.	1905.	1906.	1907.
Nil - - - - -	58·0	60·0	64·3	67·5	66·3	12·3	12·5	13·4	13·9	13·6
Not above 1 per cent. - -	26·5	26·0	16·0	33·5	35·5	5·7	5·4	3·3	6·9	7·2
Above 1 and not above 2 per cent. - -	27·8	30·5	42·8	24·5	25·1	5·9	6·4	5·9	5·0	5·1
„ 2 „ 3 „ -	126·0	128·2	126·7	128·2	141·5	26·8	26·8	26·3	26·3	28·0
„ 3 „ 4 „ -	83·0	84·6	79·3	60·8	40·1	17·7	17·7	16·5	12·5	8·2
„ 4 „ 5 „ -	15·2	8·9	14·1	32·4	46·8	3·2	1·9	2·9	6·7	9·6
„ 5 „ 6 „ -	122·7	130·8	87·8	58·0	51·9	26·1	27·4	18·3	11·0	10·6
„ 6 „ 7 „ -	8·6	6·6	48·4	79·5	79·5	1·8	1·4	10·1	16·3	16·3
„ 7 „ 8 „ -	0·7	0·5	1·4	1·3	2·3	0·2	0·1	0·3	0·3	0·5
„ 8 „ 9 „ -	1·5	0·8	0·2	0·2	—	0·3	0·2	0·0	0·0	—
Above 9 per cent. - - - -	—	0·9	—	0·8	0·2	—	0·2	—	0·2	0·0
Total - - - -	470·0	477·8	481·0	486·7	489·2	100·0	100·0	100·0	100·0	100·0

Track Mileage and Length of Sidings.

The particulars first collected for the year 1903 with regard to track mileage and length of sidings have been continued in Table No. 4, page xxiii. According to the figures shown in this Table the total length of the running track of the railways of the United Kingdom at the end of 1907 was 39,013 miles, and the total length of sidings was 14,145 miles. At the end of 1906 the length of running track was 38,872 miles, and that of sidings was 14,032 miles.

Electrical Working of Railways.

It appears from the particulars shown by Appendix D (page 96) that at the end of 1907 the length of line (in equivalent of single track) worked solely by electricity was $216\frac{1}{4}$ miles, and that 163 miles were being worked partly by electricity. The corresponding lengths of line at the end of 1906 were $197\frac{1}{4}$ and $157\frac{1}{2}$ miles respectively. The total quantity of electrical energy used in 1907 was 213,675,447 Board of Trade units as compared with 159,581,401 in 1906.

Summary.

The principal facts brought out by a comparison of last year's Returns with those of 1906 are summarised below, in accordance with the usual practice :—

SUMMARY of the MILEAGE, CAPITAL, TRAFFIC RECEIPTS, WORKING EXPENSES, and NET EARNINGS of the RAILWAYS of the UNITED KINGDOM in 1907 and 1906 compared.

	1907.	1906.	Increase in 1907.	
			Amount.	Per cent.
Mileage - - - - -	Miles. 23,108	Miles. 23,063	Miles. 45	0·2
Of which double or more - - -	12,845	12,811	34	0·3
Track Mileage (including sidings) - -	53,158	52,904	254	0·5
Capital - - - - -	£. 1,294,066,000	£. 1,286,883,000	£. *7,746,000	0·6
Amount included in the foregoing which is nominal only - - - - -	195,878,000	195,286,000	592,000	0·3
Ordinary Capital - - - - -	489,189,000	486,720,000	*2,769,000	0·6
Amount included in the foregoing which is nominal only - - - - -	90,500,000	89,986,000	514,000	0·6
Receipts :—	£.	£.	£.	
Passenger traffic - - - - -	50,975,000	49,883,000	1,092,000	2·2
Goods traffic - - - - -	61,203,000	58,394,000	2,809,000	4·8
Miscellaneous - - - - -	9,371,000	8,951,000	420,000	4·7
Total - - - - -	121,549,000	117,228,000	4,321,000	3·7
Working expenditure - - - - -	76,609,000	72,782,000	3,827,000	5·3
Net earnings - - - - -	44,940,000	44,446,000	494,000	1·1
Proportion of net earnings to capital - -	Per cent. 3·47	Per cent. 3·45	0·02	0·6
Dividend paid on ordinary capital- - -	†3·31	†3·35	‡0·04	†1·2

* Allowance has here been made for the corrections referred to on page V.
† These percentages are calculated on amounts a little in excess of the true totals. See note to Summary Table No. 9.
‡ Decrease.

The summary shows that in 1907, as compared with 1906, there was an increase of more than four and a quarter millions in gross receipts, but that nearly ninety per cent. of this increase went to meet increased working expenditure, the increase in net receipts being less than half a million pounds. The total amount of paid-up capital increased by about seven and three quarter millions, and the proportion of net earnings to total paid-up capital rose slightly from 3·45 in 1906 to 3·47 in 1907.

I have, &c.,

A. WILSON FOX.

COMMERCIAL, LABOUR, AND
STATISTICAL DEPARTMENT,
BOARD OF TRADE,
September, 1908.

SUMMARY TABLE for UNITED

No. 1.—LENGTH of LINE, CAPITAL, PASSENGERS CONVEYED,

YEAR.	LENGTH OF LINE OPEN FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORISED.			CAPITAL PAID UP.					
	Double or more.	Single.	TOTAL.	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Pre- ferential.	Guaranteed.	Loans.	Debenture Stock.	TOTAL.
	Miles.	Miles.	Miles.	£	£	£	£	£	£	£	£	£
1870	—	—	115,537	437,963,372	158,215,010	596,178,382	229,282,150	122,503,764	36,188,320	90,713,779	51,220,660	\$529,908,678
1871	8,338	7,038	15,376	451,898,908	163,927,982	615,726,890	230,234,058	108,496,620	64,552,793	82,095,545	67,282,535	552,661,551
1872	8,512	7,302	15,814	472,419,873	172,169,480	644,589,353	239,039,089	114,760,361	63,004,313	66,224,217	85,981,511	569,047,346
1873	8,687	7,395	16,082	497,922,723	178,763,863	676,686,586	244,449,305	121,939,528	66,187,541	55,888,314	99,855,120	588,320,306
1874	8,749	7,700	16,449	518,980,250	185,358,049	704,338,299	248,523,241	129,728,149	71,207,480	49,266,070	111,170,991	609,895,931
1875	8,896	7,760	16,656	529,900,023	187,875,675	717,775,698	254,600,732	134,281,009	77,912,315	40,420,754	123,008,684	630,223,494
1876	9,169	7,703	16,872	549,095,705	192,706,822	741,802,527	262,008,883	148,123,321	80,779,871	32,552,415	134,745,486	\$668,214,776
1877	9,235	7,842	17,077	559,699,466	197,687,362	757,386,828	265,041,233	163,682,448	73,365,705	23,874,496	143,095,166	674,059,045
1878	9,412	7,921	17,333	579,372,262	199,500,310	778,872,572	265,675,340	172,495,984	86,121,162	24,386,996	149,865,672	\$698,545,154
1879	9,671	8,025	17,696	596,693,445	202,898,130	799,591,575	266,914,656	182,483,758	88,235,286	22,451,416	156,918,353	717,003,469
1880	9,803	8,130	17,933	596,248,649	205,765,355	802,014,004	270,496,503	185,056,783	91,004,931	18,728,424	163,030,207	728,316,848
1881	9,873	8,302	18,175	617,998,561	213,123,751	831,127,312	275,935,904	192,889,001	92,076,563	17,079,686	167,547,058	745,523,162
1882	10,044	8,413	18,457	653,606,119	224,106,886	877,713,005	283,574,028	201,114,958	93,935,014	17,042,059	172,233,511	767,899,570
1883	10,105	8,576	18,681	671,899,467	233,001,674	**904,951,141	293,437,106	200,883,198	94,672,823	15,323,505	180,599,680	784,921,312
1884	10,239	8,625	18,864	681,414,345	238,641,635	**920,106,030	296,983,446	205,809,234	95,603,613	14,793,420	186,274,654	801,464,367
1885	10,446	8,723	19,169	696,333,835	241,360,153	**927,743,988	302,254,759	212,107,749	96,021,414	13,356,875	192,117,258	815,858,055
1886	10,528	8,804	19,332	696,695,305	243,070,235	941,765,540	305,202,062	217,369,177	97,082,467	12,833,579	195,856,949	828,344,254
1887	10,592	8,986	19,578	705,509,916	246,123,092	951,633,008	314,795,317	221,451,683	97,372,702	12,422,594	199,929,358	845,971,654
1888	10,772	9,040	19,812	718,201,513	252,362,643	970,564,156	322,338,446	225,798,210	97,706,909	11,091,239	207,761,409	864,095,963
1889	10,853	9,090	19,943	726,270,010	255,897,184	982,167,194	326,229,558	229,410,112	98,036,515	9,603,711	213,315,270	876,595,166
1890	10,989	9,084	20,073	738,492,132	266,087,082	1,004,579,214	332,070,153	234,092,086	98,796,917	9,340,185	223,172,685	897,472,028
1891	11,065	9,126	20,191	756,775,874	279,735,666	1,036,511,540	340,361,063	239,414,226	99,768,619	10,576,268	229,304,945	919,425,121
1892	11,158	9,167	20,325	765,522,609	287,084,056	1,052,606,665	347,700,876	244,613,151	100,906,005	12,015,301	239,121,967	944,357,320
1893	11,272	9,374	20,646	784,704,633	306,194,147	1,090,898,780	354,276,789	248,741,197	101,948,317	13,689,671	252,676,379	971,323,353
1894	11,392	9,516	20,908	788,543,890	310,469,895	1,099,013,785	360,086,684	250,519,625	102,329,459	13,944,981	258,506,606	985,387,555
1895	11,436	9,738	21,174	796,955,576	317,731,413	1,114,686,989	364,037,405	253,890,373	102,555,643	13,386,476	267,240,324	1,001,110,221
1896	11,589	9,688	21,277	800,735,140	326,870,226	1,127,605,366	380,073,903	256,999,644	103,144,070	13,064,596	276,193,122	1,029,475,335
1897	11,732	9,701	21,433	857,288,993	332,728,182	1,190,015,175	425,501,582	269,373,440	103,061,275	12,507,753	279,321,045	1,089,765,095
1898	11,892	9,767	21,659	898,101,745	344,736,966	1,242,838,701	433,429,544	290,913,969	110,379,595	11,582,983	288,162,471	1,134,468,462
1899	11,977	9,723	21,700	922,501,718	352,375,224	1,275,376,942	440,263,543	297,934,053	110,870,461	11,557,073	291,692,371	1,152,317,501
1900	12,162	9,693	21,855	937,132,095	365,541,384	1,302,673,479	449,000,886	303,823,372	112,634,071	11,510,683	299,032,578	1,176,001,890
1901	12,272	9,806	22,078	952,514,701	369,974,302	1,322,489,003	454,375,107	310,319,740	114,293,436	11,494,333	304,577,862	1,195,564,478
1902	12,350	9,802	22,152	962,340,913	377,717,733	1,340,058,646	461,026,868	314,937,276	115,906,890	11,617,930	312,472,957	1,216,861,421
1903	12,500	9,935	22,435	976,760,753	382,106,074	1,358,926,827	470,006,514	320,719,360	116,864,035	11,818,545	316,120,463	1,235,523,917
1904	12,590	10,044	22,634	986,332,629	387,702,093	1,374,034,722	477,790,032	329,373,270	117,477,191	12,316,155	321,338,033	1,258,294,681
1905	12,693	10,154	22,847	992,117,970	390,853,898	1,382,971,868	(a) 480,995,648	334,374,026	119,716,449	12,358,319	325,156,493	1,272,600,935
1906	12,811	10,252	23,063	993,261,081	391,735,334	1,384,996,465	(a) 486,720,013	336,674,114	121,790,461	12,146,716	329,552,087	1,296,883,341
1907	12,843	10,263	23,106	998,257,450	395,949,193	1,394,206,643	489,183,78	336,935,816	121,944,913	12,053,374	333,942,777	1,294,065,662

† Number of miles constructed.

‡ Including 37,855£ Capitalized Rentcharge

§ Stock and Share Capital received.

¶ See also Summary Table Appendix B., page 92.

** There was a large nominal increase in the capital of some companies from the consolidation of stocks.

** Including 50,000£, which may be raised by Ordinary Capital or Debenture Stock.

¶¶ For length of line at each gauge see page xxii.

(a) An amount of £2,325,000, previously included as ordinary capital, has been included as guaranteed capital in the Returns for 1906 and subsequent years.

TABLES.

KINGDOM in each Year from 1870 to 1907.

(GROSS and NET RECEIPTS, and WORKING EXPENSES.)

NUMBER of PASSENGERS conveyed, exclusive of Season Ticket Holders.	GROSS RECEIPTS.										WORKING EXPENDITURE.		NET RECEIPTS.		YEAR
	FROM PASSENGER TRAFFIC.††		FROM GOODS TRAFFIC.		TOTAL FROM TRAFFIC.			MISCELLANEOUS.		TOTAL from all Sources.	Total.	Pro- portion to Total Re- ceipts.	Total.	Pro- portion to Total paid up Capital.	
	Total.	Pro- portion to Total Re- ceipts.	Total.	Pro- portion to Total Re- ceipts.	Total.	Per Mile of Line open.	Per Train Mile.	Rents, Tolls, Navigation, Steam- boats, &c.	Pro- portion to Total Re- ceipts.						
No.	£	Per Cent.	£	Per Cent.	£	£	s. d.	£	Per Cent.	£	£	Per Cent.	£	Per Cent.	
336,545,397	19,301,911	42·82	24,115,159	53·50	43,417,070	2,794	5 1½	1,601,073	3·68	45,078,143	21,715,525	48	23,362,618	4·41	1870
375,229,754	20,622,530	42·18	26,484,978	54·17	47,107,558	3,004	5 8	1,785,222	3·65	48,892,780	23,152,960	47	25,739,920	4·66	1871
422,874,822	22,237,555	41·87	29,016,559	54·50	51,304,114	3,244	5 4½	1,981,396	3·63	53,235,510	26,277,640	49	26,957,870	4·74	1872
455,329,188	23,353,892	41·31	31,821,529	55·11	55,675,421	3,462	5 7½	2,090,579	3·58	57,742,000	30,752,848	53	26,989,152	4·59	1873
477,840,411	24,393,615	42·01	32,005,883	54·01	56,399,498	3,459	5 8	2,356,217	3·98	59,255,715	32,612,712	55	26,643,003	4·37	1874
506,975,234	25,714,681	41·90	33,268,072	54·33	58,982,753	3,541	5 7½	2,254,247	3·68	61,237,000	33,220,728	54	28,016,272	4·45	1875
534,494,069	26,163,551	42·06	33,754,817	54·25	59,917,868	3,551	5 0½	2,297,907	3·69	62,215,775	33,535,509	54	28,680,266	4·36	1876
549,541,325	26,534,110	42·13	34,109,947	54·17	60,644,067	3,551	5 6½	2,329,271	3·70	62,973,328	33,857,978	54	29,115,350	4·32	1877
565,024,455	26,889,614	42·78	33,564,761	53·39	60,454,375	3,488	5 5½	2,408,299	3·83	62,862,674	33,189,368	53	29,673,306	4·25	1878
562,732,890	25,915,585	41·96	33,479,697	54·19	59,395,282	3,366	5 3	2,381,421	3·86	61,776,703	32,045,273	52	29,731,430	4·15	1879
603,885,025	27,200,464	41·53	35,761,303	54·60	62,961,767	3,511	5 2½	2,529,858	3·86	65,491,625	33,601,124	51	31,890,501	4·38	1880
623,047,787	27,461,646	41·26	36,446,592	54·76	63,908,237	3,516	5 1½	2,649,206	3·98	66,557,442	34,602,616	52	31,954,826	4·29	1881†
654,838,295	28,796,813	41·51	37,740,315	54·40	66,537,128	3,606	5 2	2,839,996	4·09	69,377,124	36,170,436	52	33,206,688	4·32	1882
683,718,137	29,508,733	41·53	38,701,319	54·46	68,210,052	3,651	5 1	2,852,218	4·01	71,062,270	37,368,562	53	33,693,708	4·29	1883
694,901,800	30,030,450	42·58	37,670,592	53·42	67,701,042	3,589	5 0	2,821,601	4·00	70,522,643	37,217,197	53	33,305,446	4·16	1884
697,213,031	29,773,022	42·80	36,871,945	53·01	66,644,967	3,477	4 10	2,910,807	4·19	69,555,774	36,787,967	53	32,767,817	4·02	1885
725,584,390	30,244,938	43·46	36,370,439	52·26	66,615,377	3,446	4 10	2,976,576	4·23	69,591,953	36,518,247	52	33,073,706	3·99	1886
733,678,531	30,573,287	43·09	37,341,299	52·64	67,914,586	3,469	4 10	3,023,790	4·27	70,943,376	37,063,266	52	33,880,110	4·00	1887
742,499,164	30,984,090	42·51	38,755,790	53·16	69,739,870	3,520	4 9½	3,154,796	4·33	72,894,665	37,762,107	52	35,132,558	4·06	1888
775,183,073	32,630,724	42·36	41,086,333	53·34	73,717,057	3,696	4 10½	3,307,980	4·39	77,025,017	40,094,116	52	36,930,901	4·21	1889
817,744,046	34,327,965	42·04	42,220,382	52·81	76,548,347	3,813	4 10½	3,400,355	4·25	79,948,702	43,188,556	54	36,760,146	4·10	1890
845,463,668	35,130,916	42·92	43,230,717	52·81	78,361,633	3,881	4 10	3,496,974	4·27	81,860,607	45,144,778	55	36,731,824	4·00	1891
864,435,388	35,662,816	43·44	42,806,498	52·22	78,529,314	3,864	4 9½	3,562,726	4·34	82,092,040	45,717,965	56	36,374,075	3·85	1892
873,177,052	35,549,449	44·46	40,994,637	50·84	76,544,086	3,722	4 9½	3,787,806	4·70	80,631,892	45,606,119	57	34,936,773	3·60	1893
911,412,926	36,495,488	43·29	43,379,078	51·45	79,874,566	3,820	4 9½	4,434,265	5·26	84,310,831	47,208,313	56	37,102,518	3·77	1894
929,770,909	37,361,162	43·48	44,084,885	51·25	81,396,047	3,844	4 9½	4,526,655	5·27	85,922,702	47,876,637	56	38,046,065	3·80	1895
980,339,433	39,120,865	43·41	46,175,335	51·24	85,296,200	4,009	4 10	4,822,922	5·35	90,119,122	50,192,424	56	39,926,698	3·88	1896
1,030,420,201	40,518,064	43·23	47,867,172	51·05	88,375,236	4,123	4 9½	5,361,818	5·72	93,737,054	53,083,804	57	40,653,250	3·73	1897
1,062,911,116	41,847,074	43·48	49,218,964	51·13	91,066,038	4,206	4 9½	5,184,463	5·39	96,252,501	55,960,543	58	40,291,958	3·55	1898
1,106,691,991	43,734,399	43·02	52,116,994	51·26	95,851,393	4,417	4 10	5,815,672	5·72	101,667,065	60,090,687	59	41,576,378	3·61	1899
1,142,276,698	45,383,968	43·30	53,470,564	51·02	98,854,552	4,523	4 11	5,947,306	5·67	104,801,858	64,743,520	62	40,058,338	3·41	1900
1,172,396,900	46,629,865	43·76	52,965,569	49·71	99,595,434	4,511	5 0	6,963,381	6·53	106,558,815	67,499,739	63	39,069,076	3·27	1901
1,188,319,269	47,392,605	43·29	54,668,559	49·94	102,061,164	4,607	5 1½	7,408,556	6·77	109,469,720	67,841,218	62	41,628,502	3·42	1902
1,196,365,195	47,968,518	43·26	55,110,673	49·70	103,079,191	4,594	5 2½	7,809,523	7·04	110,888,714	68,561,855	62	42,326,859	3·43	1903
1,196,773,720	48,387,617	43·27	55,400,052	49·54	103,787,669	4,596	5 2½	8,045,603	7·19	111,833,272	69,172,431	62	42,660,741	3·39	1904
1,199,922,102	48,720,120	42·91	56,411,589	49·69	105,131,709	4,601	5 3	8,399,310	7·40	113,531,019	70,064,663	62	43,466,356	3·42	1905
1,240,347,132	49,882,776	42·55	56,394,317	49·81	106,276,993	4,695	5 2½	8,950,968	7·64	117,227,931	72,781,864	62	44,446,077	3·45	1906
1,259,481,315	50,975,343	41·94	61,202,331	50·35	112,178,174	4,854	5 2½	9,370,749	7·71	121,548,923	76,600,194	63	44,939,729	3·47	1907

†† Including Receipts from Season Tickets, Carriages, Horses, &c., and Post Office Mails.

‡ The returns for the Great Western Railway Company were for eleven months only, the Company having changed the date to which its accounts were made.

†† Including 15,796£. received by the South-Eastern Company from the London, Brighton, and South Coast Company.

GENERAL SUMMARY 1850 TO 1907.

NO. 2.—GENERAL SUMMARY FOR THE UNITED KINGDOM FROM 1850 TO 1907.

Year.	Length of Line open for Traffic.	Total Number of Passengers carried (exclusive of Season Ticket Holders).	Weight of Goods and Minerals Conveyed.	Total Capital Paid-up. §	Gross Receipts.	Working Expenses.	Net Receipts.	Percentage of Net Receipts to Total Paid-up Capital.	Percentage of Working Expenditure to Gross Receipts.
	Miles.	No.	Tons.	£	£	£	£		
1850	6,621	72,854,422	*	240,270,745	13,204,069†	*	—	—	—
1860	10,433	163,435,678	89,857,719	348,130,127	27,766,622†	13,187,368	14,579,254	4·19	47
1870	15,537‡	336,545,397	*	529,908,673	45,078,143	21,715,525	23,362,618	4·41	48
1880	17,933	603,685,025	235,305,629	728,316,848	65,491,625	33,601,124	31,890,501	4·38	51
1885	19,169	697,213,031	257,288,454	815,858,055	69,555,774	36,787,957	32,767,817	4·02	53
1890	20,073	817,744,046	303,119,427	897,472,026	79,948,702	43,188,556	36,760,146	4·10	54
1895	21,174	929,770,909	334,230,991	1,001,110,221	85,922,702	47,876,637	38,046,065	3·90	56
1900	21,855	1,142,276,686	424,929,513	1,176,001,890	104,801,858	64,743,520	40,058,338	3·41	62
1903	22,435	1,195,265,195	443,697,947	1,235,528,917	110,888,714	68,561,855	42,326,859	3·43	62
1904	22,634	1,198,773,720	449,837,615	1,258,294,681	111,833,272	69,172,531	42,660,741	3·39	62
1905	22,847	1,199,022,102	461,139,023	1,272,600,935	113,531,019	70,064,663	43,466,356	3·42	62
1906	23,063	1,240,347,132	488,790,683	1,286,883,341	117,227,931	72,781,854	44,446,077	3·45	62
1907	23,108	1,259,481,315	515,887,116	1,294,065,662	121,548,923	76,609,194	44,939,729	3·47	63

* Cannot be stated.

† Exclusive of "Miscellaneous" receipts, the amount of which is not available.

‡ Length of Line constructed.

§ Includes nominal additions to Capital on conversion, consolidation, or division of Stocks.

|| THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN IN THE UNITED KINGDOM IN THE YEAR 1907.

Gauge	Pt. in. 1 11½	Pt. in. 2 3	Pt. in. 2 4	Pt. in. 2 4½	Pt. in. 2 6	Pt. in. 2 9	Pt. in. 3 0	Pt. in. 3 6	Pt. in. 4 0	Pt. in. 4 6	Pt. in. 4 8½	Pt. in. 5 3	The foregoing figures are exclusive of the Listowel and Ballybunion Railway, a single elevated line of 9 miles.
Length	Miles. 63	Miles. 23	Miles. 3	Miles. 9	Miles. 21	Miles. 7	Miles. 513	Miles. 7	Miles. 21	Miles. 11	Miles. 19,572	Miles. 2,849	

LENGTH OF LINE.

No. 3.—LENGTH OF RAILWAYS open for Traffic on the 31st December in each of the Years from 1898 to 1907.

	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
In ENGLAND AND WALES -										
Single -	5,152	5,111	5,086	5,105	5,093	5,133	5,191	5,265	5,280	5,287
Double -	9,855	9,933	9,222	9,290	9,294	9,244	9,261	9,257	9,333	9,343
Three -			160	172	171	194	202	207	218	225
Four or more			719	741	800	930	972	1,002	1,028	1,042
TOTAL	15,007	15,044	15,187	15,308	15,358	15,501	15,626	15,731	15,859	15,897
In SCOTLAND -										
Single -	2,058	2,057	2,050	2,121	2,123	2,164	2,208	2,234	2,270	2,277
Double -	1,418	1,423	1,417	1,423	1,408	1,451	1,452	1,512	1,512	1,512
Three -			8	8	22	22	23	27	27	27
Four or more			10	10	27	27	29	31	32	33
TOTAL	3,476	3,480	3,485	3,562	3,580	3,664	3,712	3,804	3,841	3,849
In IRELAND -										
Single -	2,557	2,555	2,557	2,580	2,586	2,638	2,645	2,655	2,702	2,699
Double -	619	621	625	627	627	632	650	656	660	662
Three -			1	1	1	—	1	1	1	1
Four or more			—	—	—	—	—	—	—	—
TOTAL	3,176	3,176	3,183	3,208	3,214	3,270	3,296	3,312	3,363	3,362
In UNITED KINGDOM -										
Single -	9,767	9,723	9,693	9,806	9,802	9,935	10,044	10,154	10,252	10,263
Double -	11,892	11,977	11,264	11,340	11,329	11,327	11,363	11,425	11,505	11,517
Three -			169	181	194	216	226	235	246	253
Four or more			729	751	827	957	1,001	1,033	1,060	1,075
TOTAL	21,659	21,700	21,855	22,078	22,152	22,435	22,634	22,847	23,063	23,108

No. 4.—MILEAGE OF LINE open on 31st December, in each of the years from 1903 to 1907, showing for the United Kingdom, the length of each track, together with the length of Sidings (reduced to single track).

First Track.	Second Track.	Third Track.	Fourth Track.	Fifth Track.	Sixth Track.	Seventh Track.	Eighth Track.	Ninth Track.	Tenth Track.	Eleventh Track.	Twelfth Track.	Thirteenth Track.	Fourteenth Track.	Fifteenth to Nineteenth Track.	Total Length of Track.	Length of Sidings (reduced to Single Track).	Total Length (including Sidings).
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
22,435	12,517	1,178	958	102	49	14	2	—	—	—	—	—	—	—	37,255	13,369	50,624
22,601	12,692	1,271	1,030	153	85	35	17	7	4	3	2	1	—	—	37,901	13,733	51,634
22,870	12,819	1,324	1,067	170	97	40	21	11	5	3	3	1	—	—	38,431	13,891	52,322
23,065	12,934	1,363	1,091	186	111	47	29	17	10	6	4	3	1	1 mile each.	38,872	14,032	52,904
23,112	12,963	1,385	1,103	195	117	51	33	18	10	8	6	4	3	1 mile each.	39,013	14,145	53,158

Note:—The figures for 1903 are partly estimated, and those for subsequent years can only be taken as approximately correct.

ROLLING STOCK.

No. 5.—COMPARISON of the TOTAL NUMBER, and of the NUMBER PER MILE of OPEN RAILWAY

Year.	Locomotives.		Carriages used for the Conveyance of Passengers only.†		Other Vehicles attached to Passenger Trains.	
ENGLAND AND WALES.						
	Total Number. *	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.
1898 - - - -	16,959	1·13	38,155	2·54	14,673	·98
1899 - - - -	17,520	1·16	39,033	2·59	14,965	1·00
1900 - - - -	18,149	1·20	40,358	2·66	15,315	1·01
1901 - - - -	18,620	1·22	41,674	2·72	15,729	1·03
1902 - - - -	18,917	1·23	42,330	2·76	15,910	1·04
1903 - - - -	19,153	1·24	42,882	2·77	16,223	1·05
1904 - - - -	19,184	1·23	43,056	2·76	16,227	1·04
1905 - - - -	19,071	1·21	43,469	2·76	16,084	1·02
1906 - - - -	18,932	1·20	44,014	2·79	16,059	1·02
1907 - - - -	19,154	1·20	44,738	2·82	16,192	1·02
SCOTLAND.						
1898 - - - -	2,155	·62	5,109	1·47	2,126	·61
1899 - - - -	2,241	·64	5,270	1·51	2,184	·63
1900 - - - -	2,345	·67	5,432	1·56	2,222	·63
1901 - - - -	2,379	·67	5,503	1·54	2,256	·63
1902 - - - -	2,383	·67	5,568	1·56	2,356	·66
1903 - - - -	2,388	·65	5,640	1·54	2,390	·65
1904 - - - -	2,394	·64	5,692	1·53	2,398	·65
1905 - - - -	2,399	·63	5,705	1·50	2,441	·64
1906 - - - -	2,455	·64	5,813	1·51	2,472	·64
1907 - - - -	2,475	·64	5,965	1·55	2,511	·65
IRELAND.						
1898 - - - -	800	·25	1,861	·58	1,099	·35
1899 - - - -	809	·25	1,873	·59	1,121	·35
1900 - - - -	810	·25	1,886	·59	1,128	·36
1901 - - - -	824	·26	1,917	·60	1,161	·36
1902 - - - -	830	·26	1,960	·61	1,171	·36
1903 - - - -	844	·26	1,973	·60	1,183	·36
1904 - - - -	865	·26	1,980	·60	1,190	·36
1905 - - - -	876	·26	2,008	·61	1,202	·36
1906 - - - -	880	·26	2,019	·60	1,208	·36
1907 - - - -	885	·26	2,075	·62	1,213	·36
UNITED KINGDOM.						
1898 - - - -	19,914	·92	45,125	2·08	17,898	·83
1899 - - - -	20,570	·95	46,176	2·13	18,270	·84
1900 - - - -	21,304	·97	47,676	2·18	18,665	·85
1901 - - - -	21,823	·99	49,094	2·22	19,146	·87
1902 - - - -	22,130	1·00	49,858	2·25	19,437	·88
1903 - - - -	22,385	1·00	50,495	2·25	19,796	·88
1904 - - - -	22,443	·99	50,728	2·24	19,815	·88
1905 - - - -	22,346	·98	51,182	2·24	19,727	·86
1906 - - - -	22,267	·97	51,846	2·26	19,739	·86
1907 - - - -	22,514	·97	52,778	2·28	19,916	·86

NOTE.—The numbers in the above table refer only to the carriages, waggons, locomotives, &c., belonging to, or hired by, the railway companies.

* Including electric locomotives.

† Including rail motor carriages.

ROLLING STOCK.

of LOCOMOTIVES, CARRIAGES, and other VEHICLES in each of the Years from 1898 to 1907.

Waggon's of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.		Any other Carriages or Waggon's used on the Railway not included in the preceding Columns.		Total of Vehicles, excluding Locomotives.		Year.
ENGLAND AND WALES.						
Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	
498,553	33·22	14,827	·99	566,208	37·73	1898
513,154	34·11	15,325	1·02	582,477	38·72	1899
529,739	34·88	16,429	1·08	601,841	39·63	1900
536,764	35·07	16,401	1·07	610,568	39·89	1901
542,773	35·34	17,241	1·12	618,254	40·26	1902
545,186	35·17	17,251	1·11	621,542	40·10	1903
549,484	35·16	17,790	1·14	626,557	40·10	1904
552,728	35·14	17,789	1·13	630,070	40·05	1905
556,578	35·42	17,489	1·12	634,140	40·35	1906
569,166	35·80	18,110	1·14	648,206	40·78	1907
SCOTLAND.						
139,265	40·06	1,444	·42	147,944	42·56	1898
145,664	41·86	1,450	·42	154,568	44·42	1899
148,108	42·50	1,463	·42	157,225	45·11	1900
147,487	41·41	1,492	·42	156,738	44·00	1901
149,220	41·68	1,526	·43	158,670	44·32	1902
153,220	41·82	1,668	·46	162,918	44·46	1903
153,234	41·28	1,697	·46	163,021	43·92	1904
153,157	40·26	1,690	·44	162,983	42·84	1905
155,314	40·44	1,773	·46	165,372	43·05	1906
154,723	40·20	1,803	·47	165,002	42·87	1907
IRELAND.						
17,945	5·65	496	·16	21,401	6·74	1898
18,281	5·75	496	·16	21,771	6·85	1899
18,120	5·69	826	·26	21,960	6·90	1900
18,587	5·80	844	·26	22,509	7·02	1901
19,066	5·93	827	·26	23,024	7·16	1902
19,288	5·90	831	·26	23,275	7·12	1903
19,538	5·93	867	·26	23,575	7·15	1904
19,633	5·93	957	·29	23,800	7·19	1905
19,747	5·87	953	·28	23,927	7·11	1906
20,106	5·98	947	·28	24,341	7·24	1907
UNITED KINGDOM.						
655,763	30·28	16,767	·77	735,553	33·96	1898
677,099	31·20	17,271	·80	758,816	34·97	1899
695,967	31·85	18,718	·86	781,026	35·74	1900
702,838	31·83	18,737	·85	789,815	35·77	1901
711,059	32·10	19,594	·88	799,948	36·11	1902
717,694	31·99	19,750	·88	807,735	36·00	1903
722,256	31·91	20,354	·90	813,153	35·93	1904
725,518	31·76	20,426	·89	816,853	35·75	1905
731,639	31·95	20,215	·89	823,439	35·96	1906
743,995	32·20	20,860	·90	837,549	36·24	1907

NOTE.—The numbers in the above table refer only to the carriages, waggon's, locomotives, etc., belonging to, or hired by, the railway companies.

AUTHORISED AND PAID UP CAPITAL.

No. 6.—AMOUNT of CAPITAL of Railway Companies in each division of the United Kingdom authorised and paid up on 31st December, in each of the years from 1898 to 1907.

Year.	STOCK AND SHARE CAPITAL.		LOANS AND DEBENTURE STOCK.		TOTAL CAPITAL.	
	Authorised.	Paid up.	Authorised.	Raised.	Authorised.	Paid up and Raised.
ENGLAND AND WALES.						
	£	£	£	£	£	£
1898 -	747,980,324	679,136,565	294,114,273	256,998,763	1,042,094,597	936,135,328
1899 -	769,709,195	690,997,342	301,708,742	259,722,265	1,071,417,937	950,719,607
1900 -	781,934,150	704,745,164	313,107,907	265,402,417	1,095,042,057	970,147,581
1901 -	794,864,560	716,274,837	316,239,800	270,371,945	1,111,104,360	986,646,782
1902 -	805,866,852	727,194,717	322,416,500	276,722,981	1,128,283,352	1,003,917,698
1903 -	815,433,038	738,397,985	325,537,360	279,218,785	1,140,970,398	1,017,616,770
1904 -	823,559,661	751,204,937	330,853,712	284,124,670	1,154,413,373	1,035,329,607
1905 -	828,677,907	760,681,527	333,770,467	287,373,408	1,162,448,374	1,048,054,935
1906 -	829,443,570	768,468,669	334,458,469	291,312,725	1,163,902,039	1,059,781,394
1907 -	831,057,181	771,261,273	336,983,286	294,669,154	1,168,040,467	1,065,930,427
SCOTLAND.						
1898 -	120,050,577	127,847,104	37,663,907	31,135,678	157,714,484	158,982,782
1899 -	122,027,308	129,820,963	38,176,073	31,684,908	160,203,381	161,505,871
1900 -	123,307,777	132,956,681	39,031,155	33,132,055	162,338,932	166,068,736
1901 -	125,108,929	135,053,365	39,797,195	33,610,062	164,906,124	168,663,427
1902 -	124,277,639	136,899,749	41,851,945	35,466,966	166,129,584	172,366,715
1903 -	126,065,202	138,417,288	42,042,945	36,240,052	168,108,147	174,657,340
1904 -	127,264,455	142,228,273	42,207,612	36,968,433	169,472,067	179,186,706
1905 -	128,105,631	143,188,072	42,413,162	37,506,654	170,518,793	180,694,726
1906 -	128,337,758	145,073,303	42,463,162	37,607,140	170,800,920	182,680,443
1907 -	130,839,968	145,327,184	43,288,162	38,239,530	174,128,130	183,566,714
IRELAND.						
1898 -	30,070,844	27,739,339	12,958,776	11,611,013	43,029,620	39,350,352
1899 -	30,765,215	28,249,752	12,990,409	11,842,271	43,755,624	40,092,023
1900 -	31,890,768	27,756,484	13,402,322	12,009,089	45,293,090	39,765,573
1901 -	32,541,212	28,164,081	13,937,307	12,090,188	46,478,519	40,254,269
1902 -	32,196,422	28,676,068	13,449,288	11,900,940	45,645,710	40,577,008
1903 -	35,262,513	30,774,636	14,585,769	12,480,171	49,848,282	43,254,807
1904 -	35,508,513	31,207,283	14,640,769	12,571,085	50,149,282	43,778,368
1905 -	35,334,432	31,216,524	14,670,269	12,634,750	50,004,701	43,851,274
1906 -	35,479,753	31,642,616	14,813,753	12,778,888	50,293,506	44,421,504
1907 -	36,360,310	31,481,054	15,677,745	13,087,467	52,038,055	44,568,521
UNITED KINGDOM.						
1898 -	898,101,745	834,723,008	344,736,956	299,745,454	1,242,838,701	1,134,468,462
1899 -	922,501,718	849,068,057	352,875,224	303,249,444	1,275,376,942	1,152,317,501
1900 -	937,132,695	865,458,329	365,541,384	310,543,561	1,302,674,079	1,176,001,890
1901 -	952,514,701	879,492,283	369,974,302	316,072,195	1,322,489,003	1,195,564,478
1902 -	962,340,913	892,770,534	377,717,733	324,090,887	1,340,058,646	1,216,861,421
1903 -	976,760,753	907,589,909	382,166,074	327,939,008	1,358,926,827	1,235,528,917
1904 -	986,332,629	924,640,493	387,702,093	333,654,188	1,374,034,722	1,258,294,681
1905 -	992,117,970	935,086,123	390,853,898	337,514,812	1,382,971,868	1,272,600,935
1906 -	993,261,081	945,184,588	391,735,384	341,698,753	1,384,996,465	1,286,883,341
1907 -	998,257,459	948,069,511	395,949,193	345,996,151	1,394,206,652	1,294,065,662

CAPITAL OF EACH DESCRIPTION.

No. 7.—AMOUNT of CAPITAL of Railway Companies in each division of the United Kingdom paid up or raised on 31st December, divided into Ordinary, Preferential, Guaranteed, Loans and Debenture Stock, and amount of Subscriptions to other Companies in each of the years 1898 to 1907.

Year.	Ordinary.	Preferential.	Guaranteed.	Loans.	Debenture Stock.	Subscriptions to Other Companies.	
						To Joint Com- mittees.	To Other Railway Companies.
ENGLAND AND WALES.							
	£	£	£	£	£	£	
1898 -	348,541,312	236,450,047	94,145,206	10,902,918	246,095,845	33,853,823	
1899 -	353,051,890	243,309,010	94,636,442	10,788,014	248,934,251	34,603,348	
1900 -	359,277,736	250,637,931	94,829,497	10,700,455	254,701,962	35,767,393	
1901 -	364,227,391	256,870,137	95,177,309	10,671,936	259,700,009	36,563,841	
1902 -	370,232,029	260,245,225	96,717,463	10,719,919	266,003,062	38,478,240	
1903 -	377,916,863	262,891,601	97,589,521	10,505,799	268,712,986	40,191,402	
1904 -	383,619,452	269,423,895	98,161,590	10,634,523	273,490,147	35,355,764	9,124,492
1905 -	388,190,438	274,184,967	98,306,122	10,707,852	276,665,556	35,755,924	8,945,844
1906 -	392,998,925	275,111,750	100,357,994	10,532,563	280,780,162	34,686,412	8,534,280
1907 -	394,814,869	275,950,090	100,496,314	10,470,999	284,198,155	35,210,766	8,605,072
SCOTLAND.							
1898 -	68,728,241	46,042,665	13,076,198	300,671	30,835,007	2,092,647	
1899 -	70,603,032	46,141,733	13,076,198	388,683	31,296,225	2,328,046	
1900 -	73,634,257	46,246,226	13,076,198	435,335	32,696,720	2,332,196	
1901 -	74,561,484	47,415,683	13,076,198	547,504	33,062,558	2,623,792	
1902 -	76,193,257	47,630,294	13,076,198	626,203	34,840,763	2,509,697	
1903 -	77,494,623	47,846,467	13,076,198	1,021,865	35,218,187	2,574,676	
1904 -	79,333,705	49,818,370	13,076,198	1,375,630	35,582,803	860,612	2,729,971
1905 -	(a) 77,786,429	50,000,445	(a) 15,401,198	1,344,484	36,162,170	862,884	2,891,801
1906 -	(a) 78,606,967	51,065,138	(a) 15,401,198	1,308,170	36,298,970	860,886	2,808,120
1907 -	(a) 78,888,058	51,037,928	(a) 15,401,198	1,295,993	36,943,537	865,701	2,808,819
IRELAND.							
1898 -	16,159,991	8,421,157	3,158,191	379,394	11,231,619	503,630	
1899 -	16,608,621	8,483,310	3,157,821	380,376	11,461,895	658,630	
1900 -	16,088,893	6,939,215	4,728,376	374,893	11,634,196	682,971	
1901 -	15,590,232	6,533,920	6,039,929	274,893	11,815,295	731,396	
1902 -	15,501,582	7,061,757	6,112,729	271,808	11,629,132	821,896	
1903 -	14,595,028	9,981,292	6,198,316	290,881	12,189,290	580,910	
1904 -	14,836,875	10,131,005	6,239,403	306,002	12,265,083	—	705,910
1905 -	15,018,781	10,188,614	6,009,129	305,983	12,328,767	—	780,910
1906 -	15,114,121	10,497,226	6,031,269	305,983	12,472,905	63,000	847,109
1907 -	15,485,855	9,947,798	6,047,401	286,382	12,801,085	103,500	873,204
UNITED KINGDOM.							
1898 -	433,429,544	290,913,869	110,379,595	11,582,983	288,162,471	36,450,100	
1899 -	440,263,543	297,934,053	110,870,461	11,557,073	291,692,371	37,590,024	
1900 -	449,000,886	303,823,372	112,634,071	11,510,683	299,032,878	38,782,560	
1901 -	454,379,107	310,819,740	114,293,436	11,494,333	304,577,862	39,919,020	
1902 -	461,926,868	314,937,276	115,906,390	11,617,930	312,472,957	41,809,833	
1903 -	470,006,514	320,719,360	116,864,035	11,818,545	316,120,463	43,346,988	
1904 -	477,790,032	329,373,270	117,477,191	12,316,155	321,338,033	36,216,376	12,560,373
1905 -	(a) 480,995,648	334,374,026	(a) 119,716,449	12,358,319	325,156,493	36,618,808	12,618,553
1906 -	(a) 486,720,013	336,674,114	(a) 121,790,461	12,146,716	329,552,037	35,610,298	12,189,509
1907 -	(a) 489,188,782	336,935,816	(a) 121,944,913	12,053,374	333,942,777	36,179,967	12,287,095

(a) An amount of £2,325,000, previously included as ordinary capital, has been included as guaranteed capital in the returns for 1905 and subsequent years.

NOMINAL ADDITIONS TO CAPITAL

No. 8.—AMOUNT of CAPITAL due to nominal additions on the conversion, consolidation and division of the Stocks of the Railway Companies, included in the totals in the preceding table in each of the years from 1898 to 1907.

Year.	Ordinary.	Preferential.	Guaranteed.	Loans.	Debenture Stock.	Total.
ENGLAND AND WALES.						
	£	£	£	£	£	£
1898 -	50,530,991	36,881,450	13,579,627	5,942	40,188,698	141,186,708
1899 -	50,928,824	36,881,451	13,620,984	5,942	40,208,601	141,645,802
1900 -	51,213,736	36,881,451	13,620,984	5,942	40,774,672	142,496,785
1901 -	51,720,322	37,127,570	13,620,984	5,942	40,263,043	142,737,861
1902 -	52,207,440	37,127,570	13,620,984	5,942	40,263,168	143,225,104
1903 -	52,755,938	37,127,973	14,197,257	5,942	40,264,345	144,351,455
1904 -	53,134,402	37,601,634	14,197,491	5,942	40,812,905	145,752,374
1905 -	53,552,235	37,640,298	14,197,491	5,942	40,845,114	146,241,080
1906 -	54,035,820	37,640,298	14,197,491	5,942	40,846,417	146,725,968
1907 -	54,430,739	37,640,234	14,197,491	5,942	40,846,258	147,140,664
SCOTLAND.						
1898 -	29,480,015	6,294,920	2,721,650	—	3,345,786	41,842,371
1899 -	30,272,822	6,294,920	2,721,650	—	3,345,787	42,635,179
1900 -	31,613,646	6,294,920	2,721,650	—	3,345,787	43,976,003
1901 -	32,023,615	6,294,920	2,721,650	—	3,345,787	44,385,972
1902 -	33,493,045	6,294,920	2,721,650	—	3,315,787	45,825,402
1903 -	34,219,589	6,294,920	2,721,650	—	3,315,787	46,551,946
1904 -	35,057,792	6,294,920	2,721,650	—	3,315,787	47,390,149
1905 -	35,416,348	6,294,920	2,721,650	—	3,315,787	47,748,705
1906 -	35,949,905	6,294,920	2,721,650	—	3,315,787	48,282,262
1907 -	36,188,725	6,294,920	2,721,650	—	3,315,787	48,521,082
IRELAND.						
1898 -	—	132,940	141,854	—	209,274	484,068
1899 -	—	133,762	141,854	—	209,274	484,890
1900 -	—	133,762	141,854	—	120,300	395,916
1901 -	—	61,885	141,854	—	129,257	332,996
1902 -	—	61,885	141,854	—	129,257	332,996
1903 -	32,980	13,203	141,854	—	163,150	351,187
1904 -	32,980	13,203	141,854	—	163,417	351,454
1905 -	32,980	13,203	141,854	—	163,417	351,454
1906 -	—	6,310	141,854	—	129,257	277,421
1907 -	* 139,810	6,527	141,854	—	207,255	215,826
UNITED KINGDOM.						
1898 -	80,011,006	43,309,310	16,443,131	5,942	43,743,758	183,513,147
1899 -	81,201,646	43,310,133	16,484,488	5,942	43,763,662	184,765,871
1900 -	82,827,382	43,310,133	16,484,488	5,942	44,240,759	186,868,704
1901 -	83,743,937	43,484,375	16,484,488	5,942	43,738,087	187,456,829
1902 -	85,700,485	43,484,375	16,484,488	5,942	43,708,212	189,383,502
1903 -	87,008,507	43,436,096	17,060,761	5,942	43,743,282	191,254,588
1904 -	88,225,174	43,909,757	17,060,995	5,942	44,292,109	193,493,977
1905 -	89,001,563	43,948,421	17,060,995	5,942	44,324,318	194,341,239
1906 -	89,985,725	43,941,528	17,060,995	5,942	44,291,461	195,285,651
1907 -	90,499,654	43,941,681	17,060,995	5,942	44,369,300	195,877,572

* Nominal decrease of Capital

RATES OF DIVIDEND.

No. 9.—AVERAGE RATE of DIVIDEND or Interest on each Description of Capital in each of the Years from 1898 to 1907.

Year.	Ordinary.	Preferential.	Guaranteed.	Preferential and Guaranteed.	Loans.	Debenture Stock.	Loans and Debenture Stock.	All Classes.
ENGLAND AND WALES.								
1898	3·87	3·49	4·10	3·67	4·18	3·40	3·44	3·68
1899	4·08	3·40	4·09	3·59	4·18	3·40	3·43	3·73
1900	3·57	3·26	4·07	3·48	4·21	3·40	3·43	3·50
1901	3·19	3·22	4·06	3·45	4·22	3·39	3·43	3·35
1902	3·51	3·31	4·04	3·51	4·23	3·39	3·42	3·48
* 1903	3·50	3·33	4·00	3·52	4·23	3·39	3·42	3·48
* 1904	3·46	3·34	4·00	3·51	3·62	3·38	3·39	3·46
* 1905	3·49	3·35	3·99	3·52	3·62	3·38	3·39	3·47
* 1906	3·60	3·37	3·99	3·54	3·62	3·38	3·39	3·52
* 1907	3·58	3·37	4·00	3·54	3·61	3·39	3·39	3·51
SCOTLAND.								
1898	2·49	4·00	4·00	4·00	3·50	3·56	3·56	3·26
1899	2·35	4·00	4·00	4·00	3·14	3·57	3·57	3·19
1900	2·00	4·00	4·00	4·00	3·11	3·57	3·56	3·02
1901	2·19	4·00	4·00	4·00	3·13	3·57	3·56	3·11
1902	2·24	4·00	4·00	4·00	3·12	3·55	3·55	3·13
1903	2·22	4·00	4·00	4·00	3·19	3·56	3·55	3·12
1904	2·21	3·99	4·00	3·99	3·36	3·56	3·55	3·11
1905	2·17	3·98	4·00	3·99	3·38	3·57	3·56	3·12
1906	1·96	3·98	4·00	3·99	3·40	3·57	3·56	3·03
1907	1·78	3·98	4·00	3·99	3·43	3·56	3·56	2·95
IRELAND.								
1898	4·35	3·82	4·32	3·96	4·17	3·97	3·98	4·12
1899	4·37	3·88	4·32	4·00	4·19	3·98	3·99	4·15
1900	4·44	3·55	4·20	3·81	4·19	4·02	4·03	4·13
1901	3·79	3·56	3·90	3·72	4·25	3·99	3·99	3·83
1902	4·01	3·60	3·92	3·75	4·08	3·98	3·98	3·92
† 1903	4·04	3·13	3·93	3·44	4·07	3·80	3·81	3·75
† 1904	3·94	3·14	3·95	3·45	4·07	3·80	3·80	3·72
† 1905	3·98	3·07	4·12	3·46	4·07	3·79	3·80	3·74
† 1906	4·06	3·07	4·06	3·43	4·07	3·77	3·78	3·75
† 1907	4·14	3·32	4·06	3·60	4·08	3·76	3·77	3·84
UNITED KINGDOM.								
1898	3·67	3·58	4·09	3·72	4·16	3·44	3·47	3·64
1899	3·81	3·51	4·09	3·67	4·14	3·44	3·47	3·67
1900	3·34	3·38	4·07	3·57	4·17	3·44	3·47	3·45
1901	3·05	3·35	4·04	3·53	4·17	3·44	3·46	3·33
1902	3·32	3·42	4·03	3·58	4·17	3·43	3·46	3·45
1903	3·30	3·43	4·00	3·58	4·13	3·42	3·45	3·44
1904	3·26	3·43	3·99	3·58	3·60	3·42	3·42	3·42
1905	3·29	3·44	4·00	3·59	3·61	3·42	3·42	3·43
1906	3·35	3·46	4·00	3·60	3·61	3·42	3·42	3·46
1907	3·31	3·46	4·00	3·61	3·60	3·42	3·43	3·45

NOTE.—On account of nominal additions made to the capital of the companies the rates of dividend or interest given in the above Table are lower than they otherwise would be. The average rates of dividend or interest for the United Kingdom calculated on the capital exclusive of the nominal additions are as follows :—

1907	4·06	3·98	4·65	4·16	3·60	3·95	3·93	4·06
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The rates of interest on loans and debenture stock used for the calculations for the above Table are the rates *payable*.

* See note † below.

† In calculating the rates of Dividend or Interest for these years the estimated portion of the capital of the Midland Company applicable to the "Midland (Irish Section)," has been allocated to Ireland, and not to England and Wales.

CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 10.—AMOUNT of ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each year from 1903 to 1907.

(Exclusive of New Companies the lines of which were in course of construction.)

ENGLAND and WALES.

Rate per Cent. of Dividend paid, or Interest payable.	1903.	1904.	1905.	1906.	1907.
ORDINARY STOCK.					
NIL - - - - -	£ (a) 49,967,399	£ 50,524,262	£ 50,566,325	£ (b) 57,627,345	£ 59,249,156
Not exceeding 1 per Cent. - - -	13,603,217	12,078,960	1,746,676	6,360,572	8,222,062
Exceeding 1 and not exceeding 2 per Cent.	6,024,409	9,441,419	21,621,235	15,631,773	15,639,110
„ 2 „ „ 3 „	95,417,427	95,303,066	93,434,380	94,783,730	110,748,012
„ 3 „ „ 4 „	64,120,743	67,260,592	66,532,853	48,223,398	30,197,054
„ 4 „ „ 5 „	14,923,830	8,599,457	13,777,665	32,106,745	41,167,342
„ 5 „ „ 6 „	122,104,802	130,224,530	87,178,391	57,787,656	51,680,747
„ 6 „ „ 7 „	4,660,780	2,627,440	44,361,634	74,941,096	74,940,479
„ 7 „ „ 8 „	717,529	137,600	1,039,098	1,004,400	1,943,461
„ 8 „ „ 9 „	1,147,112	796,003	225,000	225,000	—
„ 9 „ „ 10 „	15,000	869,172	—	835,410	225,000
PREFERENTIAL AND GUARANTEED STOCKS.					
NIL - - - - -	(c) 21,535,856	(d) 21,451,835	21,284,162	19,163,389	20,116,201
Not exceeding 1 per Cent. - - -	100,000	506,610	186,000	2,535,700	732,818
Exceeding 1 and not exceeding 2 per Cent.	2,974,107	1,482,139	1,351,180	1,417,180	1,740,880
„ 2 „ „ 3 „	110,883,543	111,914,561	112,633,155	111,865,169	113,289,927
„ 3 „ „ 4 „	147,352,032	155,191,479	158,146,748	161,461,346	161,715,047
„ 4 „ „ 5 „	73,123,945	72,907,786	74,455,774	75,250,725	75,075,296
„ 5 „ „ 6 „	3,469,075	3,469,075	3,469,075	3,469,075	3,469,075
„ 6 per Cent. - - - - -	2,000	2,000	2,000	2,000	2,000
LOANS AND DEBENTURE STOCK.					
NIL - - - - -	(e) 688,954	558,482	558,482	1,064,342	1,035,271
Not exceeding 1 per Cent. - - -	1,254,555	1,254,555	1,254,555	777,766	200,000
Exceeding 1 and not exceeding 2 per Cent.	1,666	1,666	1,666	1,666	4,666
„ 2 „ „ 3 „	165,000,694	166,839,875	167,577,035	168,359,146	169,810,797
„ 3 „ „ 4 „	62,052,341	71,506,246	73,229,171	76,690,034	79,601,566
„ 4 „ „ 5 „	48,041,980	42,394,837	42,286,222	42,208,517	42,468,242
„ 5 „ „ 6 „	1,562,144	1,562,144	1,562,144	1,566,144	1,494,578
„ 6 per Cent. - - - - -	5,400	5,400	5,400	5,400	5,400

(a) Includes 40,201*l.* on which dividend accrued from January, 1904.
 (b) „ 1,686,610*l.* „ „ „ 1st January, 1907.
 (c) „ 139,879*l.* „ „ „ January, 1904.
 (d) „ 261,460*l.* „ „ „ „ 1905.
 (e) „ 130,472*l.* „ „ „ „ 1904.

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CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 10.—AMOUNT of ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the UNITED KINGDOM, classed according to the rate per cent. of Dividend paid or Interest payable in each year from 1903 to 1907.—*continued.*

(Exclusive of New Companies the lines of which were in course of construction.)

SCOTLAND.

Rate per cent. of Dividend paid, or Interest payable.	1903.	1904.	1905.	1906.	1907.
ORDINARY STOCK.					
Nil - - - - -	£ 4,174,754	£ 4,483,474	£ 4,442,659	£ 4,330,814	£ 4,330,890
Not exceeding 1 per Cent. - - -	12,897,150	13,911,586	14,135,641	27,014,447	27,245,517
Exceeding 1 and not exceeding 2 per Cent.	21,731,902	20,994,971	21,171,987	8,864,158	9,407,258
„ 2 „ 3 „	28,634,145	30,008,349	30,366,905	30,900,462	30,621,839
„ 3 „ 4 „	9,475,832	9,351,519	(a) 7,075,494	(a) 6,905,574	(a) 6,701,714
„ 4 „ 5 „	250,000	250,000	250,000	250,000	250,000
„ 5 „ 6 „	189,950	189,950	189,950	189,950	189,950
„ 6 „ 7 „	140,890	140,890	140,890	140,890	140,890
PREFERENTIAL AND GUARANTEED STOCKS.					
Nil - - - - -	—	—	—	—	—
Not exceeding 1 per Cent. - - -	—	2,880	290	270	270
Exceeding 1 and not exceeding 2 per Cent.	2,880	—	—	—	—
„ 2 „ 3 „	7,787,619	8,066,219	8,433,775	8,433,775	8,433,775
„ 3 „ 4 „	42,663,302	44,356,605	(a) 46,498,714	(a) 47,563,427	(a) 47,536,217
„ 4 „ 5 „	9,713,925	9,713,925	9,713,925	9,713,925	9,713,925
„ 5 „ 6 „	754,939	754,939	754,939	754,939	754,939
„ 6 per Cent.	—	—	—	—	—
LOANS AND DEBENTURE STOCK.					
Nil - - - - -	3,000	3,000	—	—	—
Not exceeding 1 per Cent. - - -	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	—	—
„ 2 „ 3 „	15,859,074	15,676,774	15,631,334	15,622,859	16,121,859
„ 3 „ 4 „	19,987,945	20,888,626	21,485,287	21,594,248	21,727,638
„ 4 „ 5 „	390,033	390,033	390,033	390,033	390,033
„ 5 „ 6 „	—	—	—	—	—
„ 6 per cent.	—	—	—	—	—

(a) An amount of £2,325,000, previously included as ordinary capital, has been included as guaranteed capital in the returns for 1905 and subsequent years.

CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 10.—AMOUNT of ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each Year from 1903 to 1907.—*continued.*

(Exclusive of New Companies the lines of which were in course of construction.)

IRELAND.

Rate per Cent. of Dividend paid, or Interest payable.	1903.	1904.	1905.	1906.	1907.
ORDINARY STOCK.					
Nil	£ 1,734,312	£ 1,734,312	£ 1,682,678	£ 1,682,678	£ 1,968,019
Not exceeding 1 per Cent.	25,000	25,000	86,634	86,634	—
Exceeding 1 and not exceeding 2 per Cent.	27,480	27,480	27,480	27,480	52,480
„ 2 „ 3 „	464,654	2,864,040	2,890,928	2,495,021	148,974
„ 3 „ 4 „	7,704,913	5,325,520	5,325,520	5,657,570	2,702,050
„ 4 „ 5 „	68,000	68,000	68,000	48,000	5,373,520
„ 5 „ 6 „	419,280	419,280	419,860	—	—
„ 6 „ 7 „	3,762,189	3,858,416	3,929,712	4,414,108	4,435,387
„ 7 „ 8 „	—	350,000	350,000	350,000	350,000
„ 8 „ 9 „	350,000	—	—	—	—
„ 9 „ 10 „	—	—	—	—	—
„ 10 per Cent.	—	—	—	—	—
PREFERENTIAL AND GUARANTEED STOCK.					
Nil	845,650	846,509	1,145,650	1,195,650	325,650
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	597,548	—	—	—	—
„ 2 „ 3 „	4,401,258	5,066,843	4,191,088	4,401,560	4,407,091
„ 3 „ 4 „	8,512,931	8,634,760	9,043,850	9,166,130	9,681,171
„ 4 „ 5 „	1,574,221	1,574,296	1,568,296	1,516,296	1,516,296
„ 5 „ 6 „	248,000	248,000	248,000	248,000	48,000
„ 6 per Cent.	—	—	—	—	—
LOANS AND DEBENTURE STOCK.					
Nil	68,100	68,100	68,100	68,100	68,100
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	78,981	78,981	78,981	78,981	78,981
„ 2 „ 3 „	1,653,685	1,699,199	1,747,833	1,869,597	1,901,402
„ 3 „ 4 „	9,268,347	9,314,147	9,329,197	9,368,418	9,997,607
„ 4 „ 5 „	1,411,058	1,410,658	1,410,639	1,393,792	1,041,377
„ 5 „ 6 „	—	—	—	—	—
„ 6 per Cent.	—	—	—	—	—

CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 10.—AMOUNT of ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of Railway Companies in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each Year from 1903 to 1907.—*continued.*

(Exclusive of New Companies the lines of which were in course of construction.)

UNITED KINGDOM.

Rate per Cent. of Dividend Paid, or interest payable.	1903.	1904.	1905.	1906.	1907.
ORDINARY STOCK.					
	£	£	£	£	£
NIL. - - - - -	(a) 55,876,465	56,742,048	56,691,662	(b) 63,640,837	65,548,065
Not exceeding 1 per Cent. - - - -	26,525,367	26,015,546	15,968,951	33,461,653	35,467,579
Exceeding 1 and not exceeding 2 per Cent.	27,783,791	30,463,870	42,820,702	24,523,411	25,098,848
„ 2 „ 3 „	124,516,226	128,175,455	126,692,213	128,179,213	141,518,825
„ 3 „ 4 „	81,301,488	81,937,631	(f) 78,933,867	(f) 60,786,542	(f) 39,600,818
„ 4 „ 5 „	15,241,830	8,917,457	14,095,665	32,404,745	46,790,862
„ 5 „ 6 „	122,714,032	130,833,760	87,788,201	57,977,606	51,870,697
„ 6 „ 7 „	8,563,859	6,626,746	48,432,236	79,496,094	79,516,756
„ 7 „ 8 „	717,529	487,600	1,389,098	1,354,400	2,293,461
„ 8 „ 9 „	1,497,112	796,003	225,000	225,000	—
„ 9 „ 10 „	15,000	869,172	—	835,410	225,000
PREFERENTIAL AND GUARANTEED STOCK.					
	(c) 22,381,506	(d) 22,298,344	22,429,812	20,359,039	20,441,851
NIL. - - - - -	100,000	509,490	186,290	2,535,970	733,088
Not exceeding 1 per Cent. - - - -	3,574,535	1,482,139	1,351,180	1,417,180	1,740,880
Exceeding 1 and not exceeding 2 per Cent.	123,072,420	125,047,623	125,258,018	124,700,504	126,130,793
„ 2 „ 3 „	198,528,265	208,182,844	(f) 213,689,312	(f) 218,190,903	(f) 218,932,435
„ 3 „ 4 „	84,412,091	84,196,007	85,737,995	86,480,946	86,305,517
„ 4 „ 5 „	4,472,014	4,472,014	4,472,014	4,472,014	4,272,014
„ 5 „ 6 „	2,000	2,000	2,000	2,000	2,000
„ 6 per Cent. - - - -					
LOANS AND DEBENTURE STOCK.					
	(e) 760,054	629,582	626,582	1,132,442	1,103,371
NIL. - - - - -	1,254,555	1,254,555	1,254,555	777,766	200,000
Not exceeding 1 per Cent. - - - -	80,647	80,647	80,647	80,647	83,647
Exceeding 1 and not exceeding 2 per Cent.	182,513,453	184,215,848	184,956,202	185,851,602	187,834,058
„ 2 „ 3 „	91,308,633	101,709,019	104,043,655	107,652,700	111,326,811
„ 3 „ 4 „	49,843,071	44,195,528	44,086,894	43,992,342	43,899,652
„ 4 „ 5 „	1,562,144	1,562,144	1,562,144	1,566,144	1,494,578
„ 5 „ 6 „	5,400	5,400	5,400	5,400	5,400
„ 6 per Cent. - - - -					

(a) Includes 40,201*l.* on which dividend accrued from January, 1904.

(b) „ 1,686,610*l.* „ „ „ „ 1st January, 1907.

(c) „ 139,879*l.* „ „ „ „ January, 1904.

(d) „ 261,460*l.* „ „ „ „ 1905.

(e) „ 130,472*l.* „ „ „ „ 1904.

(f) An amount of 2,325,000*l.*, previously included as ordinary capital, has been included as guaranteed capital in the returns for 1905 and subsequent years.

RECEIPTS AND EXPENDITURE.

No. 11.—TOTAL RECEIPTS ; TOTAL WORKING EXPENDITURE ; and NET RECEIPTS of the RAILWAY COMPANIES of EACH DIVISION of the UNITED KINGDOM, with PERCENTAGE PROPORTION of EXPENDITURE to RECEIPTS and of NET RECEIPTS to TOTAL SHARE and LOAN CAPITAL, in each of the Years from 1898 to 1907.

Year.	Total Receipts from all Sources.	Total Working Expenditure.	Net Receipts.	Proportion of Working Expenditure to Total Receipts.	Proportion of Net Receipts to Paid-up Capital.	Proportion of Net Receipts to Paid-up Capital, exclusive of nominal additions.
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ENGLAND AND WALES.						
	£.	£.	£.	Per cent.	Per cent.	Per cent.
1898 - - -	81,780,501	48,177,454	33,603,047	59	3·59	4·23
1899 - - -	86,708,006	51,922,103	34,785,903	60	3·66	4·30
1900 - - -	89,392,501	55,882,810	33,509,691	63	3·45	4·05
1901 - - -	90,703,770	58,349,606	32,354,164	64	3·28	3·83
1902 - - -	93,369,104	58,717,999	34,651,105	63	3·45	4·03
1903 - - -	94,556,147	59,314,689	35,241,458	63	*3·46	*4·04
1904 - - -	95,397,455	59,930,308	35,467,147	63	*3·43	*3·99
1905 - - -	96,930,705	60,757,317	36,173,388	63	*3·45	*4·01
1906 - - -	100,288,839	63,123,063	37,165,776	63	*3·51	*4·07
1907 - - -	104,230,335	66,495,414	37,734,921	64	*3·54	*4·11

SCOTLAND.						
1898 - - -	10,873,318	5,712,866	5,160,452	53	3·25	4·41
1899 - - -	11,246,215	6,047,076	5,199,139	54	3·22	4·37
1900 - - -	11,603,010	6,584,215	5,018,795	57	3·02	4·11
1901 - - -	12,020,696	6,732,928	5,287,768	56	3·14	4·25
1902 - - -	12,074,237	6,677,710	5,396,527	55	3·13	4·26
1903 - - -	12,214,781	6,738,074	5,476,707	55	3·14	4·28
1904 - - -	12,295,869	6,685,289	5,610,580	54	3·13	4·26
1905 - - -	12,491,636	6,780,469	5,711,167	54	3·16	4·30
1906 - - -	12,752,670	7,119,919	5,632,751	56	3·08	4·19
1907 - - -	12,983,726	7,480,747	5,502,979	58	3·00	4·07

IRELAND.						
1898 - - -	3,598,682	2,070,223	1,528,459	58	3·88	3·93
1899 - - -	3,712,844	2,121,508	1,591,336	57	3·97	4·02
1900 - - -	3,806,347	2,276,495	1,529,852	60	3·85	3·89
1901 - - -	3,834,349	2,407,205	1,427,144	63	3·55	3·57
1902 - - -	4,026,379	2,445,509	1,580,870	61	3·90	3·93
1903 - - -	4,117,786	2,509,092	1,608,694	61	†3·72	†3·75
1904 - - -	4,139,948	2,556,934	1,583,014	62	†3·62	†3·65
1905 - - -	4,108,678	2,526,877	1,581,801	62	†3·61	†3·64
1906 - - -	4,186,422	2,538,872	1,647,550	61	†3·71	†3·73
1907 - - -	4,334,862	2,633,033	1,701,829	61	†3·82	†3·84

UNITED KINGDOM.						
1898 - - -	96,252,501	55,960,543	40,291,958	58	3·55	4·24
1899 - - -	101,667,065	60,090,687	41,576,378	59	3·61	4·30
1900 - - -	104,801,858	64,743,520	40,058,338	62	3·41	4·05
1901 - - -	106,558,815	67,489,739	39,069,076	63	3·27	3·88
1902 - - -	109,469,720	67,841,218	41,628,502	62	3·42	4·05
1903 - - -	110,888,714	68,561,855	42,326,859	62	3·43	4·05
1904 - - -	111,833,272	69,172,531	42,660,741	62	3·39	4·01
1905 - - -	113,531,019	70,064,663	43,466,356	62	3·42	4·03
1906 - - -	117,227,931	72,781,854	44,446,077	62	3·45	4·07
1907 - - -	121,548,923	76,609,194	44,939,729	63	3·47	4·09

* See note †, below.

† In calculating these proportions, the estimated amount of the capital of the Midland Company applicable to the "Midland (Irish Section)," has been allocated to Ireland, and not to England and Wales.

RECEIPTS FROM EACH CLASS OF TRAFFIC.

No. 12.—AMOUNT of RECEIPTS of RAILWAY COMPANIES in each division of the UNITED KINGDOM distinguish-receipts from PASSENGER TRAFFIC; GOODS TRAFFIC; STEAMBOATS, CANALS, HARBOURS AND DOCKS; AND MISCELLANEOUS sources in each year from 1898 to 1907.

YEAR.	Passenger Traffic.	Goods Traffic.	Total from Traffic.	Steamboats, Canals, Harbours, and Docks.	Miscellaneous (Rents, Tolls, Hotels, &c.)	TOTAL.
ENGLAND AND WALES.						
-	£ 35,587,391	£ 41,484,293	£ 77,071,684	£ 4,708,817		£ 81,780,501
-	37,225,740	44,186,881	81,412,621	5,295,385		86,708,006
-	38,633,679	45,339,962	83,973,641	5,418,860		89,392,501
-	39,608,759	44,894,936	84,503,695	3,327,761	2,872,314	90,703,770
-	40,413,901	46,305,530	86,719,431	3,727,591	2,922,082	93,369,104
-	40,875,367	46,658,277	87,533,644	3,809,863	3,212,640	94,556,147
-	41,263,612	46,891,641	88,155,253	3,906,479	3,335,723	95,397,455
-	41,564,989	47,781,542	89,346,531	4,146,713	3,437,461	96,930,705
-	42,634,642	49,568,560	92,203,202	4,580,672	3,504,965	100,288,839
-	43,548,933	52,226,094	95,775,027	4,823,447	3,631,861	104,230,335
SCOTLAND.						
-	4,356,182	6,105,581	10,461,763	411,555		10,873,318
-	4,540,393	6,258,004	10,798,397	447,818		11,246,215
-	4,715,592	6,431,693	11,147,285	455,725		11,603,010
-	5,013,833	6,375,796	11,389,629	171,855	459,212	12,020,696
-	4,880,704	6,575,067	11,455,771	181,781	436,685	12,074,237
-	4,965,817	6,607,393	11,573,210	182,030	459,541	12,214,781
-	4,980,425	6,654,947	11,635,372	178,739	481,758	12,295,869
-	5,014,452	6,803,286	11,817,738	177,353	496,545	12,491,636
-	5,068,822	6,957,353	12,026,175	192,185	534,310	12,752,670
-	5,178,118	7,031,473	12,209,591	202,663	571,472	12,983,726
IRELAND.						
-	1,903,501	1,629,090	3,532,591	66,091		3,598,682
-	1,968,266	1,672,109	3,640,375	72,469		3,712,844
-	2,034,717	1,698,909	3,733,626	72,721		3,806,347
-	2,007,273	1,694,837	3,702,110	14,521	117,718	3,834,349
-	2,098,000	1,787,962	3,885,962	15,497	124,920	4,026,379
-	2,127,334	1,845,003	3,972,337	14,030	131,419	4,117,786
-	2,143,580	1,853,464	3,997,044	12,324	130,580	4,139,948
-	2,140,679	1,826,761	3,967,440	11,626	129,612	4,108,678
-	2,179,312	1,868,304	4,047,616	11,926	126,880	4,186,422
-	2,248,292	1,945,264	4,193,556	11,468	129,838	4,334,862
UNITED KINGDOM.						
-	41,847,074	49,218,964	91,066,038	5,186,463		96,252,501
-	43,734,399	52,116,994	95,851,393	5,815,672		101,667,065
-	45,383,988	53,470,564	98,854,552	5,947,306		104,801,858
-	46,629,865	52,965,569	99,595,434	3,514,137	3,449,244	106,558,815
-	47,392,605	54,668,559	102,061,164	3,924,869	3,488,687	109,469,720
-	47,968,518	55,110,673	103,079,191	4,005,923	3,803,600	110,888,714
-	48,387,617	55,400,052	103,787,669	4,097,542	3,948,061	111,833,272
-	48,720,120	56,411,589	105,131,709	4,335,692	4,063,618	113,531,019
-	49,882,776	58,394,217	108,276,993	4,784,783	4,166,155	117,227,931
-	50,975,343	61,202,831	112,178,174	5,037,578	4,333,171	121,548,923

PASSENGER TRAFFIC—DETAILS.

No. 13.—COMPARISON OF RECEIPTS (I.) FROM PASSENGER TRAFFIC AND (II.) FROM GOODS TRAFFIC.

I.—From PASSENGER TRAFFIC in each of the Years from 1898 to 1907.

YEAR.	Receipts from Passenger Traffic.						
	Receipts from Passengers.					Excess Luggage, Parcels, Carriages, Horses, Dogs, and Mails.	TOTAL.
	1st Class.	2nd Class.	3rd Class and Parlia- mentary.	Holders of Season or Periodical Tickets.	TOTAL.		
ENGLAND AND WALES.							
	£	£	£	£	£	£	£
1898 - - -	2,695,619	2,340,863	22,321,839	2,784,862	30,143,183	5,444,208	35,587,391
1899 - - -	2,843,325	2,563,292	23,217,374	2,916,785	31,540,776	5,684,964	37,225,740
1900 - - -	2,882,046	2,742,598	24,015,598	3,027,575	32,667,817	5,965,862	38,633,679
1901 - - -	2,924,297	2,862,875	24,524,219	3,141,176	33,452,567	6,156,192	39,608,759
1902 - - -	2,988,005	3,053,301	24,733,136	3,272,681	34,047,123	6,366,778	40,413,901
1903 - - -	2,947,028	3,089,433	24,896,209	3,403,080	34,335,750	6,539,617	40,875,367
1904 - - -	2,855,121	3,021,440	25,007,989	3,537,196	34,421,746	6,841,866	41,263,612
1905 - - -	2,896,415	2,816,272	25,244,624	3,641,109	34,598,420	6,966,569	41,564,989
1906 - - -	2,862,775	2,690,568	26,125,095	3,787,297	35,465,735	7,168,907	42,634,642
1907 - - -	2,796,884	2,587,392	26,926,280	3,910,674	36,221,230	7,327,703	43,548,933
SCOTLAND.							
1898 - - -	343,702	—	2,875,088	331,047	3,549,837	806,345	4,356,182
1899 - - -	360,251	—	2,996,790	347,559	3,704,600	835,793	4,540,393
1900 - - -	385,110	—	3,086,917	354,932	3,826,959	888,633	4,715,592
1901 - - -	431,287	—	3,290,817	361,795	4,063,899	929,934	5,013,833
1902 - - -	403,255	—	3,157,591	369,174	3,930,020	950,684	4,880,704
1903 - - -	410,163	—	3,206,445	372,814	3,989,422	976,395	4,965,817
1904 - - -	410,844	—	3,191,044	373,721	3,975,609	1,004,816	4,980,425
1905 - - -	411,897	—	3,205,541	384,319	4,001,757	1,012,695	5,014,452
1906 - - -	403,544	—	3,249,118	400,277	4,052,939	1,015,883	5,068,822
1907 - - -	398,459	—	3,315,939	416,318	4,130,716	1,047,402	5,178,118
IRELAND.							
1898 - - -	161,546	244,764	1,019,320	64,834	1,490,464	413,037	1,903,501
1899 - - -	166,856	245,787	1,057,293	67,460	1,537,396	430,870	1,968,266
1900 - - -	166,823	243,912	1,112,527	68,557	1,591,819	442,898	2,034,717
1901 - - -	165,379	238,588	1,085,213	70,407	1,559,587	447,686	2,007,273
1902 - - -	167,996	242,137	1,163,572	71,877	1,645,582	452,418	2,098,000
1903 - - -	171,109	242,332	1,170,125	76,265	1,659,831	467,503	2,127,334
1904 - - -	163,168	243,710	1,182,591	78,922	1,668,391	475,189	2,143,580
1905 - - -	168,786	237,924	1,178,674	81,369	1,656,753	483,926	2,140,679
1906 - - -	162,497	232,876	1,209,342	81,593	1,686,308	493,004	2,179,312
1907 - - -	167,387	222,932	1,276,790	82,952	1,750,061	498,231	2,248,292
UNITED KINGDOM.							
1898 - - -	3,200,867	2,585,027	26,216,247	3,180,743	35,183,484	6,663,590	41,847,074
1899 - - -	3,370,432	2,809,079	27,271,457	3,331,804	36,782,772	6,951,627	43,734,399
1900 - - -	3,433,979	2,986,510	28,215,042	3,451,064	38,086,595	7,297,398	45,383,988
1901 - - -	3,520,963	3,101,463	28,900,249	3,573,378	39,096,053	7,533,812	46,629,865
1902 - - -	3,559,256	3,295,438	29,054,299	3,713,732	39,622,725	7,769,880	47,392,605
1903 - - -	3,528,300	3,331,765	29,272,779	3,852,159	39,985,003	7,983,515	47,968,518
1904 - - -	3,429,133	3,265,150	29,381,624	3,989,839	40,065,746	8,321,871	48,387,617
1905 - - -	3,467,098	3,054,196	29,628,839	4,106,797	40,256,930	8,463,190	48,720,120
1906 - - -	3,428,816	2,923,444	30,583,555	4,269,167	41,204,982	8,677,794	49,882,776
1907 - - -	3,362,730	2,810,324	31,519,009	4,409,914	42,102,007	8,873,336	50,975,343

GOODS TRAFFIC—DETAILS.

No. 13.—COMPARISON OF RECEIPTS (I.) FROM PASSENGER TRAFFIC AND (II.) FROM GOODS TRAFFIC—*continued*.

II.—From GOODS TRAFFIC, and PROPORTION of RECEIPTS from PASSENGER and GOODS TRAFFIC, in each of the Years from 1898 to 1907.

YEAR.	Receipts from Goods Traffic.				TOTAL from Passenger and Goods Traffic.	Proportion of Receipts from Passenger and Goods Traffic.	
	Minerals.	General Merchandise.	Live Stock.	TOTAL Goods Traffic.		Passenger.	Goods.

ENGLAND AND WALES.							
	£	£	£	£	£	Per cent.	Per cent.
1898 -	17,132,401	23,488,284	863,476	†41,484,293	77,071,684	46	54
1899 -	18,648,240	24,645,845	892,796	44,186,881	81,412,621	46	54
1900 -	19,528,603	24,916,037	895,322	45,339,962	83,973,641	46	54
1901 -	18,972,251	25,072,936	849,749	44,894,936	84,503,695	47	53
1902 -	20,092,894	25,305,570	907,066	46,305,530	86,719,431	47	53
1903 -	21,890,375‡	23,845,146‡	922,756	46,658,277	87,533,644	47	53
1904 -	22,170,377‡	23,840,347‡	880,917	46,891,641	88,155,253	47	53
1905 -	22,728,295‡	24,185,392‡	867,855	47,781,542	89,346,531	47	53
1906 -	23,946,547‡	24,764,741‡	857,272	49,568,560	92,203,202	46	54
1907 -	25,733,857‡	25,567,799‡	924,438	52,226,094	95,775,027	45	55

SCOTLAND.							
1898 -	2,929,741	2,943,498	232,342	6,105,581	10,461,763	42	58
1899 -	2,985,603	3,039,885	232,516	6,258,004	10,798,397	42	58
1900 -	3,148,881	3,050,537	232,275	6,431,693	11,147,285	42	58
1901 -	3,049,292	3,096,557	229,947	6,375,796	11,389,629	44	56
1902 -	3,171,385	3,157,503	246,179	6,575,067	11,455,771	43	57
1903 -	3,213,532‡	3,155,148‡	238,713	6,607,393	11,573,210	43	57
1904 -	3,242,707‡	3,175,171‡	237,069	6,654,947	11,635,372	43	57
1905 -	3,999,715‡	3,275,611‡	237,960	6,803,286	11,817,738	42	58
1906 -	3,395,072‡	3,317,566‡	244,715	6,957,353	12,026,175	42	58
1907 -	3,416,462‡	3,360,981‡	254,030	7,031,473	12,209,591	42	58

IRELAND.							
1898 -	194,231	1,151,406	283,453	1,629,090	3,532,591	54	46
1899 -	200,634	1,175,490	295,985	1,672,109	3,640,375	54	46
1900 -	193,210	1,198,534	307,165	1,698,909	3,733,626	54	46
1901 -	205,607	1,213,623	275,607	1,694,837	3,702,110	54	46
1902 -	219,690	1,237,897	330,375	1,787,962	3,885,962	54	46
1903 -	247,115‡	1,279,987‡	317,901	1,845,003	3,972,337	54	46
1904 -	258,767‡	1,299,477‡	295,220	1,853,464	3,997,044	54	46
1905 -	255,004‡	1,288,908‡	282,849	1,826,761	3,967,440	54	46
1906 -	255,244‡	1,309,105‡	303,955	1,868,304	4,047,616	54	46
1907 -	264,551‡	1,358,559‡	322,154	1,945,264	4,193,556	54	46

UNITED KINGDOM.							
1898 -	20,256,373	27,583,188	1,379,271	†49,218,964	91,066,038	46	54
1899 -	21,834,477	28,861,220	1,421,297	52,116,994	95,851,393	46	54
1900 -	22,870,694	29,165,108	1,434,762	53,470,564	98,854,562	46	54
1901 -	22,227,150	29,383,116	1,355,303	52,965,569	99,595,434	47	53
1902 -	23,483,969	29,700,970	1,483,620	54,668,559	102,061,164	46	54
1903 -	25,351,022‡	28,280,281‡	1,479,370	55,110,673	103,079,191	47	53
1904 -	25,671,851‡	28,314,995‡	1,413,206	55,400,052	103,787,669	47	53
1905 -	26,273,014‡	28,749,911‡	1,388,664	56,411,589	105,131,709	46	54
1906 -	27,596,863‡	29,391,412‡	1,405,942	58,394,217	108,276,993	46	54
1907 -	29,414,870‡	30,287,339‡	1,500,622	61,202,831	112,178,174	45	55

† Including receipts amounting to 132£, not classified.

‡ Owing to the revision of the list of articles included under the head of Minerals, the receipts from Minerals and General Merchandise for the years 1903 to 1907 are not comparable with those for previous years.

PASSENGER-JOURNEYS AND TONNAGE.

No. 14.—COMPARISON OF NUMBERS OF PASSENGER-JOURNEYS, NUMBER OF SEASON-TICKET HOLDERS, and TONNAGE OF GOODS AND MINERALS conveyed, in each of the Years from 1898 to 1907.

Year.	PASSENGERS.					Minerals.	General Merchandise.
	1st Class.	2nd Class.	3rd Class and Parliamentary.	TOTAL.	Holders of Season or Periodical Tickets.†		
ENGLAND AND WALES.							
1898 - -	26,802,525	62,185,612	833,183,270	922,171,407	1,150,417	{ 220,769,402 * 1,200	95,614,872
1899 - -	27,688,582	64,511,244	867,401,950	959,601,776	1,395,944	248,801,147	101,269,516
1900 - -	27,446,980	65,157,076	899,821,713	992,425,769	1,610,754	256,895,900	102,628,842
1901 - -	27,263,090	65,226,964	928,688,796	1,021,178,850	1,740,972	249,050,148	102,066,736
1902 - -	28,310,341	68,957,624	943,994,874	1,041,262,839	‡ 500,752	267,803,622	100,486,951
1903 - -	28,146,332	70,252,389	948,743,534	1,047,142,255	‡ 529,457	290,834,586 §	83,853,732 §
1904 - -	27,768,790	67,561,492	957,059,686	1,052,389,968	‡ 554,734	295,472,062 §	83,972,419 §
1905 - -	29,440,794	48,980,389	975,995,149	1,054,416,332	‡ 569,769	302,269,540 §	86,187,794 §
1906 - -	28,818,149	39,124,567	1,025,455,588	1,093,398,304	‡ 593,255	324,822,783 §	88,498,066 §
1907 - -	26,635,115	33,432,207	1,050,546,397	1,110,613,719	‡ 610,607	349,062,139 §	90,725,133 §
SCOTLAND.							
1898 - -	4,718,024	—	109,399,421	114,107,445	100,176	45,449,754	11,615,638
1899 - -	4,970,109	—	114,705,473	119,675,582	105,952	46,219,940	12,124,643
1900 - -	5,375,684	—	116,825,418	122,201,102	102,242	47,979,707	12,273,754
1901 - -	5,936,682	—	118,427,036	124,363,718	103,810	47,405,397	12,294,536
1902 - -	5,219,934	—	113,526,028	118,745,962	‡ 79,660	50,600,790	12,447,650
1903 - -	5,460,143	—	114,034,714	119,494,857	‡ 78,634	50,976,134 §	12,465,786 §
1904 - -	5,689,876	—	111,714,248	117,404,124	‡ 79,100	52,152,430 §	12,563,079 §
1905 - -	5,526,902	—	110,053,293	115,580,195	‡ 82,944	53,845,739 §	13,119,615 §
1906 - -	5,347,494	—	112,384,624	117,732,118	‡ 89,654	56,173,230 §	13,455,874 §
1907 - -	5,316,842	—	113,838,472	119,155,314	‡ 94,436	56,504,323 §	13,508,423 §
IRELAND.							
1898 - -	1,516,641	4,014,318	21,101,305	26,632,264	32,452	1,559,306	3,554,113
1899 - -	1,549,991	3,975,827	21,888,815	27,414,633	35,869	1,590,103	3,617,676
1900 - -	1,496,145	3,927,553	22,226,117	27,649,815	36,908	1,513,476	3,637,834
1901 - -	1,422,369	3,627,805	21,803,158	26,853,332	34,354	1,575,099	3,561,525
1902 - -	1,452,102	3,654,565	23,103,801	28,210,468	‡ 12,158	1,656,784	3,616,838
1903 - -	1,462,602	3,738,567	23,426,914	28,628,083	‡ 9,914	1,879,696 §	3,688,013 §
1904 - -	1,471,767	3,732,725	23,775,136	28,979,628	‡ 10,039	1,927,124 §	3,750,501 §
1905 - -	1,446,796	3,602,869	23,975,910	29,025,575	‡ 10,327	1,960,560 §	3,755,775 §
1906 - -	1,434,514	3,440,456	24,341,740	29,216,710	‡ 10,557	1,961,212 §	3,879,518 §
1907 - -	1,411,268	3,265,393	25,035,621	29,712,282	‡ 10,555	2,034,715 §	4,052,383 §
UNITED KINGDOM.							
1898 - -	33,037,190	66,199,930	963,673,996	1,062,911,116	1,283,045	{ 267,778,462 * 1,200	110,784,623
1899 - -	34,208,682	68,487,071	1,003,996,238	1,106,691,991	1,537,765	296,611,190	117,011,835
1900 - -	34,318,809	69,084,629	1,038,873,248	1,142,276,686	1,749,804	306,389,083	118,540,430
1901 - -	34,622,141	68,854,769	1,068,918,990	1,172,395,900	1,879,136	298,030,644	117,922,797
1902 - -	34,982,377	72,612,189	1,080,624,703	1,188,219,269	‡ 592,570	320,061,196	116,551,439
1903 - -	35,069,077	73,990,956	1,086,205,162	1,195,265,195	‡ 618,005	343,690,416 §	100,007,531 §
1904 - -	34,930,433	71,294,217	1,092,549,070	1,198,773,720	‡ 643,873	349,551,616 §	100,285,999 §
1905 - -	36,414,492	52,583,258	1,110,024,352	1,199,022,102	‡ 663,040	358,075,839 §	103,063,184 §
1906 - -	35,600,157	42,565,023	1,162,181,952	1,240,347,132	‡ 693,466	382,957,225 §	105,833,458 §
1907 - -	33,363,225	36,697,600	1,189,420,490	1,259,481,315	‡ 715,598	407,601,177 §	108,285,939 §

* Not classified.

† Including workmen's weekly tickets.

‡ For 1902 and subsequent years the equivalent number of holders of *annual* tickets is given. Prior to 1902 the returns were not wholly but only partially on this basis.

§ Owing to the revision of the list of articles included under the head of Minerals, the tonnages of Minerals and General Merchandise for the years 1903 to 1907 are not comparable with those for previous years.

TRAIN MILEAGE.

No. 15.—COMPARISON of NUMBER of MILES TRAVELLED by PASSENGER, GOODS, and MIXED TRAINS
in each of the Years from 1898 to 1907.

Year.	Miles Travelled.			
	By Passenger Trains.	By Goods Trains.	By Mixed Trains.	Total.

ENGLAND AND WALES.				
1898 - -	171,864,189	143,136,242	337,118	315,337,549
1899 - -	178,694,803	150,967,527	410,439	330,062,769
1900 - -	182,501,712	153,255,621	420,689	336,178,022
1901 - -	185,852,615	146,520,704	435,112	332,808,431
1902 - -	189,437,611	142,912,926	423,122	332,773,659
1903 - -	193,400,094	133,800,867	433,057	327,634,018
1904 - -	200,362,026	129,749,934	378,352	330,490,312
1905 - -	203,961,905	129,550,625	352,203	333,864,733
1906 - -	211,852,828	133,107,697	324,349	345,284,874
1907 - -	220,102,664	138,096,912	308,679	358,508,255

SCOTLAND.				
1898 - -	27,074,726	21,114,039	—	48,188,765
1899 - -	27,588,633	21,473,089	—	49,061,722
1900 - -	27,029,968	21,588,313	—	48,618,281
1901 - -	27,380,005	21,165,660	—	48,545,665
1902 - -	27,844,383	21,445,267	—	49,289,650
1903 - -	27,854,475	20,485,395	—	48,339,870
1904 - -	28,378,017	20,268,121	—	48,646,138
1905 - -	29,142,479	20,188,665	—	49,331,144
1906 - -	30,106,463	20,642,583	9,633	50,758,679
1907 - -	30,220,621	20,905,323	4,937	51,130,881

IRELAND.				
1898 - -	10,069,044	5,002,746	1,657,236	16,729,026
1899 - -	10,367,617	5,119,124	1,630,033	17,116,774
1900 - -	10,484,907	5,204,790	1,579,099	17,268,796
1901 - -	10,819,279	5,376,025	1,344,282	17,539,586
1902 - -	10,984,993	5,348,230	1,368,282	17,701,505
1903 - -	11,134,342	5,456,984	1,450,206	18,041,432
1904 - -	11,287,996	5,208,015	1,405,302	17,901,313
1905 - -	11,285,067	5,011,899	1,430,355	17,727,321
1906 - -	11,589,098	5,129,084	1,473,509	18,191,691
1907 - -	12,231,016	5,372,620	1,137,150	18,740,786

UNITED KINGDOM.				
1898 - -	209,007,959	169,253,027	1,994,354	380,255,340
1899 - -	216,641,053	177,559,740	2,040,472	396,241,265
1900 - -	220,016,587	180,048,724	1,999,788	402,065,099
1901 - -	224,051,899	173,062,389	1,779,394	398,893,682
1902 - -	228,266,987	169,706,423	1,791,404	399,764,814
1903 - -	232,388,911	159,743,146	1,883,263	394,015,320
1904 - -	240,028,039	155,226,070	1,783,654	397,037,763
1905 - -	244,389,451	154,751,189	1,782,558	400,923,198
1906 - -	253,548,389	158,879,364	1,807,491	414,235,244
1907 - -	262,554,301	164,374,855	1,450,766	428,379,922

WORKING EXPENDITURE—DETAILS.

No. 16.—WORKING EXPENDITURE OF RAILWAY COMPANIES in each division

	1898.	1899.	1900.	1901.	1902.
ENGLAND AND WALES.					
Maintenance of Way, Works, &c.	£. 7,619,842	£. 7,973,430	£. 8,073,553	£. 8,365,617	£. 8,612,722
Locomotive Power	12,630,462	14,101,842	16,444,931	16,736,262	16,062,202
Repairs and Renewals of Carriages and Waggon	3,941,321	4,231,468	4,430,630	4,556,410	4,672,803
Traffic Expenses	14,974,236	15,933,784	16,808,612	17,281,643	17,582,418
General Charges	1,968,149	2,046,108	2,097,492	2,146,013	2,189,104
Rates and Taxes	3,045,766	3,187,364	3,341,512	3,559,430	3,820,289
Government Duty	284,759	300,000	306,819	325,149	337,060
Subscriptions or Donations	—	—	Not separately distinguished.	—	—
Compensation { To Employees	—	97,480	136,808	133,249	125,498
For Personal Injury to Passengers	125,766	137,949	144,090	119,998	111,121
For Damage to, or Loss of, Goods	330,493	379,402	475,494	505,641	443,898
Legal and Parliamentary Expenses	245,620	235,845	242,432	270,337	269,154
Miscellaneous	415,606	479,036	503,600	† 1,371,465	1,464,919
Expenditure not allocated	78,135	81,032	60,095	60,599	63,271
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	45,630,160*	49,129,674*	52,999,203*	55,424,940*	55,684,335*
Steamboat, Dock, Harbour and Canal Expenditure	2,547,294	2,792,429	2,883,607	2,924,666	3,083,671
GRAND TOTAL	48,177,454*	51,922,103*	55,882,810*	58,349,606*	58,717,996*
SCOTLAND.					
Maintenance of Way, Works, &c.	806,857	930,555	968,087	1,033,942	1,063,338
Locomotive Power	1,614,400	1,511,522	2,158,184	2,003,748	1,916,907
Repairs and Renewals of Carriages and Waggon	545,615	550,662	533,343	634,065	646,879
Traffic Expenses	1,785,168	1,851,705	1,937,272	1,970,920	1,966,163
General Charges	228,816	235,932	235,018	236,646	241,676
Rates and Taxes	272,992	283,123	292,019	298,840	285,306
Government Duty	22,269	23,638	23,725	26,035	24,934
Subscriptions or Donations	—	—	Not separately distinguished.	—	—
Compensation { To Employees	—	17,972	16,502	17,008	13,566
For Personal Injury to Passengers	22,296	20,308	35,709	16,890	23,662
For Damage to, or Loss of, Goods	30,392	26,745	34,940	39,189	33,329
Legal and Parliamentary Expenses	44,997	45,064	42,927	39,244	25,275
Miscellaneous	134,209	132,109	130,704	† 290,079	273,446
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	5,598,011	5,931,368	6,478,430	6,006,606	6,544,010
Steamboat, Dock, Harbour and Canal Expenditure	114,855	115,708	125,785	126,322	133,700
GRAND TOTAL	5,712,866	6,047,076	6,584,215	6,132,928	6,677,710
IRELAND.					
Maintenance of Way, Works, &c.	477,318	497,096	498,914	520,211	530,465
Locomotive Power	565,609	577,983	685,003	714,003	712,004
Repairs and Renewals of Carriages and Waggon	152,016	157,863	159,743	164,268	180,390
Traffic Expenses	572,505	585,579	602,881	628,149	629,623
General Charges	123,206	123,355	126,793	126,175	130,942
Rates and Taxes	106,047	111,561	123,622	121,830	121,998
Government Duty	—	—	—	—	—
Subscriptions or Donations	—	—	Not separately distinguished.	—	—
Compensation { To Employees	—	3,397	2,717	3,671	5,062
For Personal Injury to Passengers	13,780	7,784	12,849	9,271	6,706
For Damage to, or Loss of, Goods	6,517	7,233	6,616	6,999	7,590
Legal and Parliamentary Expenses	16,340	16,433	20,724	14,933	15,071
Miscellaneous	13,967	13,680	14,501	† 72,485	82,666
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	2,047,296	2,101,964	2,254,363	2,387,695	2,422,496
Steamboat, Dock, Harbour and Canal Expenditure	22,928	19,544	22,132	19,510	23,013
GRAND TOTAL	2,070,223	2,121,508	2,276,495	2,407,205	2,445,509
UNITED KINGDOM.					
Maintenance of Way, Works, &c.	8,094,017	9,401,084	9,540,554	9,925,770	10,206,535
Locomotive Power	14,816,471	16,491,377	19,238,118	19,504,013	18,681,113
Repairs and Renewals of Carriages and Waggon	4,633,952	4,939,993	5,173,716	5,354,743	5,500,072
Traffic Expenses	17,331,909	18,371,068	19,348,765	19,880,717	20,213,304
General Charges	2,340,171	2,405,395	2,459,303	2,508,834	2,561,722
Rates and Taxes	3,424,805	3,582,043	3,757,153	3,980,160	4,227,583
Government Duty	307,028	323,638	330,544	351,184	362,594
Subscriptions or Donations	—	—	Not separately distinguished.	—	—
Compensation { To Employees	—	118,849	146,027	153,928	144,155
For Personal Injury to Passengers	161,842	168,041	192,648	146,159	141,489
For Damage to, or Loss of, Goods	367,402	415,390	517,050	551,529	483,807
Legal and Parliamentary Expenses	306,063	297,342	306,083	324,514	309,500
Miscellaneous	563,772	625,425	645,305	† 1,734,029	1,813,020
Expenditure not allocated	78,135	81,032	60,095	60,599	63,271
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	53,275,406*	57,163,006*	61,711,996*	64,419,241*	64,650,334*
Steamboat, Dock, Harbour and Canal Expenditure	2,686,077	2,927,681	3,081,524	3,070,498	3,190,384
GRAND TOTAL	55,960,543*	60,090,687*	64,743,520*	67,489,739*	67,841,218*

* Total, less amount received by the North London Company for working other lines. The amount received was,
 in 1896 1899 1900 1901 1902 1903 1904 1905 1906 1907
 £56,001 £55,866 £56,865 £56,938 £57,241 £57,377 £57,192 £57,080 £58,586 £60,544

WORKING EXPENDITURE—DETAILS.

of the United Kingdom in each of the Years from 1898 to 1907.

1903.	1904.	1905.	1906.	1907.	
ENGLAND AND WALES.					
£. 8,868,706 15,879,544 4,766,492 17,728,893 2,221,615 4,064,648 337,081	£. 8,917,577 15,904,015 4,825,189 17,854,240 2,264,417 4,279,960 329,627	£. 8,865,900 15,948,843 4,928,773 17,945,487 2,326,545 4,468,527 328,527	£. 9,245,412 16,686,513 5,205,107 18,338,338 2,418,358 4,495,704 323,730	£. 9,486,153 18,509,829 5,378,269 19,046,425 2,490,475 4,380,914 324,670	Maintenance of Way, Works, &c. Locomotive Power. Repairs and Renewals of Carriages and Waggons. Traffic Expenses. General Charges. Rates and Taxes. Government Duty. Subscriptions or Donations.
181,320 118,883 364,056 271,490 1,505,713 60,852	Not separately distinguished. 142,387 107,772 363,672 250,561 1,598,310 59,905	151,427 116,024 346,473 262,554 1,636,842 64,812	163,447 186,872 352,161 284,699 1,722,067 71,926	14,498 198,229 134,026 396,307 279,591 1,835,213 69,041	To Employees. Compensation { For Personal Injury to Passengers. For Damage to, or Loss of, Goods. Legal and Parliamentary Expenses. Miscellaneous. Expenditure not allocated.
56,279,866*	56,841,440*	57,333,654*	59,435,748*	62,481,126*	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
3,084,823	3,068,868	3,423,663	3,687,315	4,014,288	Steamboat, Dock, Harbour and Canal Expenditure.
59,314,689*	59,930,308*	60,757,317*	63,123,063*	66,495,414*	GRAND TOTAL.
SCOTLAND.					
1,120,719 1,365,182 662,482 2,011,470 235,767 300,684 25,253	1,075,310 1,309,527 627,651 2,008,925 239,510 330,707 24,302	1,112,765 1,337,413 649,835 2,029,948 237,913 338,572 24,922	1,139,925 1,961,468 672,886 2,100,317 252,839 341,180 24,587	1,191,806 2,235,542 679,349 2,135,578 252,024 352,132 24,090	Maintenance of Way, Works, &c. Locomotive Power. Repairs and Renewals of Carriages and Waggons. Traffic Expenses. General Charges. Rates and Taxes. Government Duty. Subscriptions or Donations.
18,296 30,406 33,832 31,736 270,194	Not separately distinguished. 13,675 18,725 30,496 29,794 306,641	16,252 18,301 26,682 31,392 226,421	18,191 69,097 27,496 26,856 318,692	21,715 19,259 28,010 22,997 338,529	To Employees. Compensation { For Personal Injury to Passengers. For Damage to, or Loss of, Goods. Legal and Parliamentary Expenses. Miscellaneous.
6,596,001	6,512,763	6,619,466	6,942,534	7,297,387	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
142,073	172,526	161,003	177,385	183,360	Steamboat, Dock, Harbour and Canal Expenditure.
6,738,074	6,685,289	6,780,469	7,119,919	7,480,747	GRAND TOTAL.
IRELAND.					
546,925 753,864 163,855 631,686 183,262 127,554	600,885 759,946 172,575 624,843 134,280 125,616	607,474 705,631 177,993 618,535 135,012 126,482	600,316 729,212 184,886 623,991 136,386 127,752	587,319 810,307 173,021 646,567 141,703 180,046	Maintenance of Way, Works, &c. Locomotive Power. Repairs and Renewals of Carriages and Waggons. Traffic Expenses. General Charges. Rates and Taxes. Government Duty. Subscriptions or Donations.
5,879 8,066 8,113 26,815 81,501	Not separately distinguished. 6,093 8,471 7,524 18,301 79,707	5,469 9,331 8,304 33,715 81,518	6,044 6,538 6,574 18,490 79,047	8,816 9,415 8,653 16,205 78,899	To Employees. Compensation { For Personal Injury to Passengers. For Damage to, or Loss of, Goods. Legal and Parliamentary Expenses. Miscellaneous.
2,488,170	2,588,241	2,509,464	2,519,236	2,612,530	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
20,922	18,603	17,413	19,686	20,453	Steamboat, Dock, Harbour and Canal Expenditure.
2,509,092	2,556,934	2,526,877	2,538,922	2,633,033	GRAND TOTAL.
UNITED KINGDOM.					
10,526,280 18,496,590 5,582,859 20,570,049 2,580,644 4,492,836 362,284	10,593,772 18,473,488 5,615,415 20,486,008 2,638,207 4,736,238 354,429	10,583,139 18,491,887 5,756,661 20,593,970 2,689,470 4,983,581 353,449	10,985,653 19,387,193 5,062,379 21,057,646 2,807,083 4,964,636 353,317	11,264,278 21,555,678 6,280,639 21,828,570 2,884,202 4,868,121 348,760	Maintenance of Way, Works, &c. Locomotive Power. Repairs and Renewals of Carriages and Waggons. Traffic Expenses. General Charges. Rates and Taxes. Government Duty. Subscriptions or Donations.
155,495 167,975 436,011 330,041 1,867,408 60,852	Not separately distinguished. 162,155 184,968 401,692 298,656 1,985,658 59,905	173,148 143,656 381,459 327,061 2,013,781 64,812	187,692 262,507 386,281 330,045 2,119,806 71,926	228,760 162,700 431,970 318,793 2,247,641 69,041	To Employees. Compensation { For Personal Injury to Passengers. For Damage to, or Loss of, Goods. Legal and Parliamentary Expenses. Miscellaneous. Expenditure not allocated.
65,364,037*	65,992,444*	66,462,584*	68,897,518*	72,391,093*	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
3,197,818	3,290,087	3,602,070	3,884,336	4,218,101	Steamboat, Dock, Harbour and Canal Expenditure.
68,561,865*	69,172,581*	70,064,653*	72,781,854*	76,609,194*	GRAND TOTAL.

† Increase owing to a change made in the mode of treating receipts from, and expenditure on, hotels, the gross figures in each case being now given.

RECEIPTS UNDER VARIOUS HEADS PER MILE OPEN.

No. 17.—COMPARISON of RECEIPTS per Mile of Railway open, from Passenger and Goods Traffic, in each of the Years from 1898 to 1907.

Year.	Passenger Traffic.							Goods Traffic.			TOTAL from Passenger and Goods Traffic.
	1st Class.	2nd Class.	3rd Class and Parlia- mentary.	Season Ticket Holders.	TOTAL.	Excess Luggage, Parcels, Carriages, Horses, Dogs, and Mails.	Total from Passenger Traffic.	Minerals.	General Merchan- dise.	Total from Goods Traffic.*	
ENGLAND AND WALES.											
1898	£. 180	£. 156	£. 1,487	£. 186	£. 2,009	£. 363	£. 2,372	£. 1,142	£. 1,565	£. 2,764	£. 5,136
1899	189	171	1,543	194	2,097	378	2,475	1,240	1,638	2,937	5,412
1900	190	181	1,581	199	2,151	393	2,544	1,286	1,641	2,985	5,529
1901	191	187	1,602	205	2,185	402	2,587	1,239	1,638	2,933	5,520
1902	195	199	1,610	213	2,217	414	2,631	1,308	1,648	3,015	5,646
1903	190	199	1,606	220	2,215	422	2,637	1,412	1,538	3,010	5,647
1904	183	193	1,601	226	2,203	438	2,641	1,419	1,526	3,001	5,642
1905	184	179	1,605	231	2,199	443	2,642	1,445	1,537	3,038	5,680
1906	180	170	1,647	239	2,236	452	2,688	1,510	1,562	3,126	5,814
1907	176	163	1,694	246	2,279	461	2,740	1,619	1,608	3,285	6,025
SCOTLAND.											
1898	99	-	827	95	1,021	232	1,253	843	847	1,757	3,010
1899	104	-	861	100	1,065	240	1,305	858	874	1,798	3,103
1900	110	-	886	102	1,098	255	1,353	904	875	1,846	3,199
1901	121	-	924	102	1,147	261	1,408	856	869	1,790	3,198
1902	113	-	882	103	1,098	265	1,363	886	882	1,837	3,200
1903	112	-	875	102	1,089	266	1,355	877	861	1,803	3,158
1904	111	-	859	101	1,071	271	1,342	874	855	1,793	3,135
1905	108	-	843	101	1,052	266	1,318	865	861	1,789	3,107
1906	105	-	846	104	1,055	265	1,320	884	864	1,811	3,131
1907	104	-	861	108	1,073	272	1,345	888	873	1,827	3,172
IRELAND.											
1898	51	77	321	20	469	130	599	61	363	513	1,112
1899	53	77	333	21	484	136	620	63	370	526	1,146
1900	52	77	349	22	500	139	639	61	377	534	1,173
1901	52	74	338	22	486	140	626	64	378	528	1,154
1902	52	75	362	23	512	141	653	68	385	556	1,209
1903	53	74	358	23	508	143	651	76	391	564	1,215
1904	49	74	359	24	506	144	650	79	394	562	1,212
1905	48	72	356	24	500	146	646	77	389	552	1,198
1906	48	69	360	24	501	147	648	76	389	556	1,204
1907	50	66	380	25	521	148	669	79	404	578	1,247
UNITED KINGDOM.											
1898	148	119	1,210	147	1,624	308	1,932	935	1,274	2,273	4,205
1899	155	129	1,257	154	1,695	320	2,015	1,006	1,330	2,402	4,417
1900	157	137	1,291	158	1,743	333	2,076	1,046	1,334	2,447	4,523
1901	160	140	1,309	162	1,771	341	2,112	1,007	1,331	2,399	4,511
1902	161	149	1,311	168	1,789	350	2,139	1,060	1,341	2,468	4,607
1903	157	148	1,305	172	1,782	356	2,138	1,130	1,261	2,456	4,594
1904	152	144	1,298	176	1,770	368	2,138	1,134	1,251	2,448	4,586
1905	152	133	1,297	180	1,762	370	2,132	1,150	1,258	2,409	4,601
1906	149	127	1,326	185	1,787	376	2,163	1,197	1,274	2,532	4,695
1907	145	122	1,364	191	1,822	384	2,206	1,273	1,311	2,648	4,854

* Including receipts for the carriage of Live Stock.

RECEIPTS PER TRAIN MILE AND PER MILE OPEN.

No. 18.—COMPARISON of TOTAL RAILWAY RECEIPTS from Passenger Traffic and from Goods Traffic, per Train Mile and per Mile of Open Railway, of Railway Companies in each of the Years from 1898 to 1907.

YEAR.	Per Train Mile.				Per Open Mile of Railway.			
	England and Wales.	Scotland.	Ireland.	United Kingdom.	England and Wales.	Scotland.	Ireland.	United Kingdom.
FROM PASSENGER TRAFFIC.								
	d.	d.	d.	d.	£.	£.	£.	£.
1898 - -	*49·72	*38·61	*41·93	*48·00	2,372	1,253	599	1,932
1899 - -	*50·01	*39·50	*43·17	*48·36	2,475	1,305	620	2,015
1900 - -	*50·42	*41·87	*44·38	*49·08	2,544	1,353	639	2,076
1901 - -	*50·86	*43·95	*42·71	*49·61	2,587	1,408	626	2,112
1902 - -	*50·92	*42·07	*43·97	*49·50	2,631	1,363	653	2,139
1903 - -	*50·45	*42·79	*43·87	*49·21	2,637	1,355	651	2,138
1904 - -	*49·19	*42·12	*43·79	*48·09	2,641	1,342	650	2,138
1905 - -	*48·71	*41·30	*43·67	*47·58	2,642	1,318	646	2,132
1906 - -	*48·19	*40·41	*43·27	*47·03	2,688	1,320	648	2,163
1907 - -	*47·53	*41·13	*42·83	*46·57	2,740	1,345	669	2,206
FROM GOODS TRAFFIC.								
1898 - -	*69·58	*69·40	*76·80	*69·68	2,764	1,757	513	2,273
1899 - -	*70·23	*69·94	*73·81	*70·29	2,937	1,798	526	2,402
1900 - -	*70·90	*71·50	*74·19	*71·06	2,985	1,846	534	2,447
1901 - -	*73·41	*72·30	*72·44	*73·25	2,933	1,790	528	2,399
1902 - -	*77·62	*73·58	*76·77	*77·08	3,015	1,837	556	2,468
1903 - -	*83·54	*77·41	*77·34	*82·55	3,010	1,803	564	2,456
1904 - -	*86·59	*78·80	*81·90	*85·42	3,001	1,793	562	2,448
1905 - -	*88·41	*80·88	*84·19	*87·29	3,038	1,789	552	2,469
1906 - -	*89·31	*80·88	*83·94	*88·05	3,126	1,811	556	2,532
1907 - -	*90·82	*80·71	*84·18	*89·32	3,285	1,827	578	2,648
FROM PASSENGER AND GOODS TRAFFIC.								
1898 - -	58·66	52·10	50·68	57·48	5,136	3,010	1,112	4,205
1899 - -	59·20	52·82	51·04	58·06	5,412	3,103	1,146	4,417
1900 - -	59·95	55·03	51·89	59·01	5,529	3,199	1,173	4,523
1901 - -	60·94	56·31	50·66	59·92	5,520	3,198	1,154	4,511
1902 - -	62·54	55·78	52·69	61·27	5,646	3,200	1,209	4,607
1903 - -	64·12	57·46	52·84	62·79	5,647	3,158	1,215	4,594
1904 - -	64·02	57·40	53·59	62·74	5,642	3,135	1,212	4,586
1905 - -	64·23	57·49	53·71	62·93	5,680	3,107	1,198	4,601
1906 - -	64·09	56·86	53·40	62·73	5,814	3,131	1,204	4,695
1907 - -	64·12	57·31	53·70	62·85	6,025	3,172	1,247	4,854

* Exclusive of receipts on railways in cases where the traffic is conveyed by mixed trains.

WORKING EXPENDITURE PER TRAIN MILE.

No. 19.—COMPARISON of RAILWAY WORKING EXPENDITURE—(I.) per Train Mile,
and (II.) per Mile of Open Railway.I.—Comparison of Working Expenditure (exclusive of Steamboat, Dock, Harbour, and Canal expenditure) by Railway Companies *per Train Mile*, in each of the Years from 1898 to 1907.

YEAR.	Main- tenance of Way, Works, &c.	Loco- motive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Ex- penses.	General Charges.	Rates and Taxes.	Govern- ment Duty.	Compensation.			Legal and Parlia- mentary Ex- penses.	Miscel- laneous.	TOTAL
								To Em- ployees.	For Personal Injury to Pas- sengers.	For Damage or Loss of Goods.			
ENGLAND AND WALES.													
1898	d. 5.79	d. 9.65	d. 3.01	d. 11.38	d. 1.51	d. 2.31	d. .22	d. —	d. .10	d. .25	d. .19	d. .32	d. 34.73
1899	5.79	10.28	3.09	11.57	1.49	2.31	.22	.07‡	.10	.28	.17	.35	35.72
1900	5.76	11.76	3.17	11.99	1.50	2.38	.22	.09	.10	.34	.17	.36	37.84
1901	6.03	12.12	3.29	12.45	1.55	2.56	.23	.10	.09	.36	.20	.99†	39.97
1902	6.21	11.60	3.38	12.67	1.58	2.75	.24	.09	.08	.32	.19	1.05	40.16
1903	6.48	11.65	3.50	12.97	1.63	2.97	.25	.10	.09	.29	.20	1.10	41.23
1904	6.47	11.57	3.51	12.95	1.65	3.10	.24	.10	.08	.26	.18	1.16	41.27
1905	6.37	11.49	3.55	12.89	1.67	3.20	.23	.11	.08	.25	.19	1.18	41.31
1906	6.42	11.62	3.63	12.73	1.68	3.12	.23	.11	.13	.24	.20	1.20	41.31
1907	6.34	12.41	3.61	12.74	1.67	2.93	.22	.13	.09	.26	.19	1.24	41.83
SCOTLAND.													
1898	4.47	8.04	2.72	8.89	1.14	1.36	.11	—	.11	.15	.22	.67	27.88
1899	4.55	8.86	2.69	9.06	1.15	1.39	.12	.09‡	.10	.14	.22	.65	29.02
1900	4.78	10.65	2.88	9.56	1.16	1.44	.12	.08	.18	.17	.21	.65	31.88
1901	5.11	9.91	3.14	9.74	1.17	1.48	.13	.08	.08	.19	.19	1.44†	32.66
1902	5.18	9.33	3.15	9.71	1.18	1.39	.12	.07	.12	.16	.12	1.33	31.86
1903	5.56	9.26	3.24	9.99	1.17	1.49	.13	.09	.15	.17	.16	1.34	32.75
1904	5.30	8.93	3.10	9.90	1.18	1.63	.12	.07	.09	.15	.15	1.51	32.13
1905	5.41	8.94	3.16	9.87	1.16	1.65	.12	.08	.09	.13	.15	1.44	32.20
1906	5.39	9.23	3.18	9.93	1.19	1.61	.12	.08	.33	.13	.13	1.51	32.83
1907	5.60	10.49	3.19	10.03	1.18	1.65	.11	.10	.09	.13	.11	1.57	34.25
IRELAND.													
1898	6.85	8.11	2.18	8.21	1.77	1.52	*—	—	.20	.09	.24	.20	29.37
1899	6.97	8.10	2.21	8.21	1.73	1.57	*—	.05‡	.11	.10	.23	.19	29.47
1900	6.93	9.52	2.22	8.38	1.76	1.72	*—	.04	.18	.09	.29	.20	31.33
1901	7.20	9.77	2.25	8.59	1.73	1.67	*—	.05	.13	.09	.20	.99†	32.67
1902	7.19	9.65	2.45	8.54	1.78	1.65	*—	.07	.09	.10	.20	1.12	32.84
1903	7.28	10.03	2.18	8.40	1.77	1.70	*—	.08	.11	.11	.36	1.08	33.10
1904	8.06	10.19	2.31	8.38	1.80	1.68	*—	.08	.11	.10	.25	1.07	34.03
1905	8.23	9.55	2.41	8.37	1.83	1.71	*—	.07	.13	.11	.46	1.10	33.97
1906	7.02	9.62	2.44	8.23	1.80	1.69	*—	.08	.09	.09	.24	1.04	33.24
1907	7.52	10.38	2.22	8.28	1.81	1.67	*—	.11	.12	.11	.21	1.03	33.46
UNITED KINGDOM.													
1898	5.67	9.38	2.94	10.93	1.48	2.16	.20	—	.10	.23	.19	.36	33.63
1899	5.69	10.01	3.00	11.12	1.46	2.17	.20	.07‡	.10	.25	.18	.38	34.62
1900	5.69	11.53	3.09	11.54	1.47	2.24	.21	.09	.11	.31	.18	.39	36.84
1901	5.97	11.75	3.23	11.95	1.51	2.39	.22	.09	.09	.33	.19	1.01†	38.76
1902	6.12	11.23	3.31	12.12	1.54	2.53	.23	.09	.08	.29	.19	1.09	38.81
1903	6.41	11.28	3.41	12.40	1.58	2.73	.23	.09	.10	.27	.20	1.13	39.81
1904	6.40	11.18	3.41	12.37	1.59	2.86	.22	.10	.08	.24	.18	1.20	39.83
1905	6.33	11.09	3.45	12.32	1.62	2.95	.22	.10	.09	.23	.20	1.21	39.79
1906	6.36	11.24	3.52	12.19	1.63	2.87	.21	.11	.15	.22	.19	1.23	39.92
1907	6.31	12.09	3.50	12.22	1.61	2.72	.20	.13	.09	.24	.18	1.27	40.56

* The Act 5 and 6 Vic. c. 79, under which the Railway Passenger Duty is levied, does not extend to Ireland.

† This figure does not compare with those for previous years, owing to a change made in the mode of treating receipts from and expenditure on, hotels, the gross figures in each case being now given.

‡ The year 1899 is the first for which there are complete returns. The Workmen's Compensation Act, 1897, came into force on 1st July, 1898.

WORKING EXPENDITURE PER MILE OPEN.

No. 19.—COMPARISON OF RAILWAY WORKING EXPENDITURE.—(I.) per Train Mile,
and (II.) per Mile of Open Railway—*continued*.

—Comparison of Working Expenditure (exclusive of Steamboat, Dock, Harbour, and Canal expenditure) by
Railway Companies *per Mile of Open Railway*, in each of the Years from 1898 to 1907.

Main- tenance of Way, Works, &c.	Loco- motive Power.	Repairs and Renewals of Carriages and Waggons.	Traffic Ex- penses.	General Charges.	Rates and Taxes.	Govern- ment Duty.	Compensation.			Legal and Parlia- mentary Ex- penses.	Miscel- laneous.	TOTAL.
							To Em- ployees.	For Personal Injury to Pas- sengers.	For Damage or Loss of Goods.			
ENGLAND AND WALES.												
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.
507	845	264	997	133	202	19	—	8	22	16	28	3,041
530	940	282	1,058	136	211	20	7‡	9	25	16	32	3,266
531	1,085	292	1,106	138	220	20	8	10	31	16	33	3,490
546	1,098	298	1,128	140	232	21	9	8	33	18	90†	3,621
560	1,047	305	1,144	143	248	22	8	7	29	18	95	3,626
571	1,026	308	1,142	143	262	22	8	8	25	18	97	3,630
570	1,020	310	1,141	145	273	21	9	7	23	16	102	3,637
563	1,016	314	1,140	148	283	21	10	7	22	17	104	3,645
583	1,054	329	1,155	152	283	21	10	12	22	18	109	3,748
596	1,166	339	1,197	157	275	20	13	8	25	18	116	3,930
SCOTLAND.												
258	464	157	514	66	78	6	—	6	9	13	39	1,610
267	521	158	532	68	81	7	5‡	6	8	13	38	1,704
278	619	167	556	67	84	7	5	10	10	12	38	1,853
290	563	178	553	66	84	7	5	5	11	11	82†	1,855
297	535	181	557	68	80	7	4	7	9	7	76	1,823
306	509	178	549	64	82	7	5	8	9	9	74	1,800
290	487	169	540	65	89	7	4	5	8	8	83	1,755
292	483	171	534	63	89	6	4	5	7	8	78	1,740
297	508	175	547	66	89	6	5	18	7	7	83	1,808
310	581	177	555	65	91	6	6	5	7	6	87	1,896
IRELAND.												
150	178	48	180	39	34	*—	—	4	2	5	5	645
157	182	50	184	39	35	*—	1‡	3	2	5	4	662
157	215	50	189	40	39	*—	1	4	2	6	5	708
164	222	51	196	39	38	*—	1	3	2	5	23†	744
165	221	56	196	41	38	*—	2	2	2	5	26	754
167	231	50	193	41	39	*—	2	3	2	8	25	761
182	230	52	190	41	38	*—	2	3	2	6	24	770
183	213	54	187	41	38	*—	2	3	2	10	25	758
178	217	55	186	41	38	*—	2	2	2	5	23	749
175	241	51	192	42	39	*—	3	3	2	5	24	777
UNITED KINGDOM.												
415	686	215	799	108	158	17	—	7	17	14	26	2,460
433	762	228	846	111	165	17	5‡	8	19	13	29	2,634
436	884	237	884	113	172	18	7	9	24	14	30	2,824
449	885	243	900	114	180	19	7	7	25	15	79†	2,918
460	845	249	912	116	190	19	7	6	22	14	82	2,919
469	826	249	907	115	200	19	7	7	19	15	83	2,913
468	817	249	904	117	209	18	7	6	18	13	88	2,911
463	811	252	901	118	216	18	8	6	17	14	88	2,909
476	841	263	912	122	215	18	8	11	17	14	92	2,987
487	934	270	944	125	210	18	10	7	19	14	98	3,133

The Act 5 and 6 Vic. c. 79, under which the Railway Passenger Duty is levied, does not extend to Ireland.

This figure does not compare with those for previous years, owing to a change made in the mode of treating receipts from, expenditure on, hotels, the gross figures in each case being now given.

The year 1899 is the first for which there are complete returns. The Workmen's Compensation Act, 1897, came into force July, 1898.

RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES.

No. 20.—COMPARISON of RECEIPTS per Train Mile, from Passenger and Goods Traffic, and 1907, of the undermentioned

Note.—The receipts of the lines worked

YEAR.	Caledonian.	Central London.	Furness.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
FROM PASSENGER TRAFFIC.											
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
1898	39·51	—	42·12	39·27	46·62	51·07	43·51	48·16	34·02	50·77	45·28
1899	41·13	—	44·05	40·59	39·14	52·73	42·79	49·07	37·02	51·76	44·30
1900	44·06	—	45·72	43·21	39·24	54·99	43·61	50·45	39·51	53·25	46·06
1901	46·28	62·42	46·62	44·58	38·01	56·91	43·19	48·66	41·44	53·83	42·96
1902	43·64	66·62	46·31	42·17	38·03	57·43	43·75	49·05	41·53	53·77	45·67
1903	43·59	64·87	45·01	43·16	36·96	57·23	43·63	49·45	41·88	52·83	44·36
1904	42·46	65·11	44·04	42·81	34·97	56·52	42·52	48·55	40·87	51·27	46·59
1905	42·06	65·13	43·56	39·55	34·39	56·29	42·04	48·26	40·40	49·86	45·92
1906	41·40	62·29	45·11	38·53	36·28	56·21	41·52	47·67	40·06	49·24	45·43
1907	42·23	55·23	45·07	40·14	37·76	55·06	42·17	47·96	40·54	48·69	44·62
FROM GOODS TRAFFIC.											
1898	76·89	—	111·06	71·09	64·64	59·72	57·34	79·70	58·88	58·15	66·69
1899	76·34	—	110·02	72·05	61·64	59·48	57·79	80·05	62·10	59·34	66·95
1900	78·23	—	114·63	72·55	59·18	59·23	60·17	80·44	66·13	59·11	67·84
1901	79·82	—	111·32	72·42	64·15	61·09	63·70	80·83	67·61	61·86	67·68
1902	82·08	—	112·12	73·09	66·70	63·90	68·67	91·08	70·84	64·71	71·43
1903	87·46	—	113·43	76·54	70·46	67·03	73·58	94·27	74·46	69·17	71·39
1904	88·24	—	115·79	77·71	73·50	68·80	76·16	94·72	74·66	73·35	80·22
1905	89·67	—	123·53	78·36	76·25	69·82	75·95	102·83	79·26	76·56	81·22
1906	89·85	—	123·58	77·21	80·62	70·77	75·81	102·73	79·01	78·70	80·96
1907	89·23	—	129·34	77·87	82·44	71·31	76·28	99·58	78·21	80·99	80·43
FROM PASSENGER AND GOODS TRAFFIC.											
1898	55·97	—	78·72	52·67	58·65	54·45	50·63	58·65	42·79	54·28	53·34
1899	56·77	—	79·55	54·03	53·09	55·42	50·51	59·45	45·76	55·51	52·97
1900	59·47	—	82·47	56·03	51·53	56·72	51·92	60·41	48·80	56·17	54·36
1901	60·99	62·42	79·36	56·42	52·90	58·60	53·11	59·35	50·73	57·72	52·25
1902	60·48	66·62	79·75	55·09	54·15	60·03	55·47	62·27	51·56	58·97	55·26
1903	62·07	64·87	78·98	56·77	54·87	61·03	57·10	63·31	52·72	60·23	54·81
1904	61·49	65·11	76·22	56·78	54·55	61·19	57·07	62·68	51·73	60·74	58·64
1905	61·67	65·13	81·01	54·32	55·71	61·35	56·54	63·89	52·42	60·90	58·23
1906	61·11	62·29	83·23	53·18	58·56	61·66	56·24	63·12	51·87	61·00	57·86
1907	61·42	55·23	85·57	54·62	61·13	61·24	57·22	62·64	52·16	61·39	57·03
PROPORTION OF TOTAL EXPENDITURE TO TOTAL RECEIPTS.											
	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
1898	52	—	50	56	58	58	61	53	52	60	57
1899	53	—	48	58	65	59	63	53	53	59	57
1900	57	—	49	62	70	62	65	55	54	62	59
1901	56	54	51	61	70	66	67	56	52	63	64
1902	56	52	50	61	67	65	64	55	51	61	62
1903	56	53	51	61	67	63	64	55	51	62	62
1904	54	53	54	60	66	63	64	60	52	62	60
1905	54	53	52	59	66	63	64	57	51	62	60
1906	55	56	51	61	66	63	64	57	51	62	58
1907	58	58	51	61	67	66	65	56	52	63	60

RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES.

Proportion per Cent. of Total EXPENDITURE to TOTAL RECEIPTS, for the Years from 1898 to/
Railway Companies.

by the several Companies are included.

Lan- cashire and York- shire.	London and North- Western. *	London and South- Western.	London Brighton and South Coast.	Midland.	Midland Great Western of Ireland.	North British.	North- Eastern.	South- Eastern and Chatham. †	Taff Vale.	YEAR.
FROM PASSENGER TRAFFIC.										
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
43·86	52·43	54·90	59·84	43·38	39·40	40·42	44·28	—	58·18	1898
44·37	52·76	56·86	61·38	43·09	40·47	39·97	45·17	64·63	65·18	1899
44·78	54·10	57·11	62·14	43·30	41·85	42·39	46·01	66·66	68·79	1900
45·15	54·59	56·34	64·03	43·75	39·68	45·12	47·03	68·64	75·12	1901
46·52	53·90	57·04	65·30	43·46	39·76	44·09	47·26	68·92	70·24	1902
46·18	53·62	55·82	64·79	41·97	40·32	45·42	48·17	68·86	65·71	1903
45·39	52·71	54·68	64·19	40·44	39·66	45·19	47·38	66·58	62·11	1904
45·57	52·07	54·53	63·30	40·97	40·90	44·72	45·72	68·06	52·56	1905
45·70	51·54	53·34	60·65	40·82	40·58	43·34	45·86	67·36	49·43	1906
45·38	51·20	52·08	57·81	41·50	41·86	43·70	45·78	67·47	51·80	1907
FROM GOODS TRAFFIC.										
104·10	79·98	64·59	93·64	60·99	75·95	67·31	78·57	—	82·46	1898
106·55	80·98	66·94	95·54	62·06	77·04	68·30	80·12	80·01	84·26	1899
109·35	81·11	68·00	93·79	63·72	78·43	70·22	82·35	77·97	86·89	1900
119·00	85·65	68·99	94·42	63·52	71·79	70·60	86·44	78·48	85·79	1901
120·27	90·85	72·24	95·61	68·32	73·24	71·07	95·53	78·85	88·41	1902
130·66	102·82	75·76	96·98	73·40	74·07	74·35	107·98	79·52	90·27	1903
140·57	106·57	78·62	100·90	73·53	77·99	76·50	117·01	80·99	89·28	1904
146·79	106·64	80·96	103·59	73·66	78·49	79·31	124·03	83·06	91·28	1905
146·48	106·21	79·70	106·27	72·98	77·12	79·56	125·73	83·42	95·12	1906
145·67	106·09	81·23	104·63	74·04	79·03	79·81	129·35	85·58	98·23	1907
FROM PASSENGER AND GOODS TRAFFIC.										
65·48	65·22	57·53	66·09	53·97	53·01	53·59	62·92	—	74·60	1898
66·48	65·78	59·59	67·74	54·46	54·09	53·65	64·10	68·04	79·26	1899
67·19	66·50	60·08	68·07	55·47	55·53	56·02	65·63	69·23	81·84	1900
69·31	68·38	59·73	69·77	55·33	51·96	57·50	67·24	70·94	82·68	1901
71·24	69·88	60·98	71·04	57·63	52·76	57·35	71·17	71·17	82·83	1902
72·79	73·32	60·79	70·83	58·83	53·31	59·40	76·39	71·20	82·17	1903
73·89	73·87	60·44	70·97	57·70	53·71	60·07	78·19	69·64	80·00	1904
75·31	73·53	60·66	70·52	58·27	54·54	60·96	78·97	71·20	76·37	1905
75·40	73·18	59·28	68·51	57·88	54·17	60·30	79·96	71·18	76·97	1906
74·96	73·33	58·57	65·73	59·10	55·90	60·58	81·89	71·18	79·39	1907
PROPORTION OF TOTAL EXPENDITURE TO TOTAL RECEIPTS.										
Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	
57	58	60	57	58	53	50	59	—	59	1898
58	59	61	59	59	54	51	61	58	55	1899
60	62	62	61	62	55	54	63	61	59	1900
63	63	64	62	64	59	53	65	64	58	1901
61	63	63	60	63	58	52	65	63	58	1902
62	63	63	60	63	59	52	64	62	57	1903
61	64	62	59	63	59	52	64	62	56	1904
62	63	63	60	63	58	53	63	61	56	1905
61	63	63	59	64	58	55	63	62	56	1906
62	64	64	60	65	59	56	63	62	57	1907

* The Receipts of the London and North Western Company, from the Steamboat Traffic, are included in the Company's returns with those from the Railway Traffic, up to and including the year 1901.

† The London Chatham and Dover and South Eastern Railway Companies' lines have been worked by a Joint Committee as one undertaking since the year 1899.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 21.—COMPARISON of EXPENDITURE per Train Mile (exclusive of Steamboat, Dock, Harbour and

Note.—The expenditure of the lines worked

YEAR.	Caledonian.	Central London.	Furness.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
MAINTENANCE OF WAY.											
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
1898	4.57	—	9.51	4.45	4.57	4.77	4.66	7.24	3.64	7.21	7.01
1899	4.71	—	8.69	4.71	4.19	5.12	4.54	6.95	3.69	7.22	7.35
1900	5.14	—	8.29	4.88	4.39	5.10	4.39	6.80	4.33	7.12	7.48
1901	5.71	1.55	8.26	5.50	4.54	5.54	4.54	6.94	4.19	7.20	7.90
1902	5.90	1.57	8.19	5.25	4.76	5.84	4.74	7.81	4.47	7.09	7.97
1903	6.64	1.79	8.29	5.48	4.85	6.08	4.94	8.03	4.36	7.22	7.80
1904	5.80	1.96	7.15	5.39	4.82	6.36	5.08	9.64	4.58	7.27	8.68
1905	5.96	1.85	6.92	4.85	5.22	6.40	5.13	9.82	4.26	7.13	9.31
1906	5.90	1.68	8.24	4.78	5.84	6.58	5.17	9.10	4.04	7.04	8.70
1907	6.35	1.65	8.93	4.80	6.10	6.59	5.23	7.39	4.10	7.06	8.64
LOCOMOTIVE POWER.											
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
1898	8.50	—	10.36	8.36	9.98	8.68	9.31	8.47	7.12	9.13	8.57
1899	9.48	—	11.43	9.25	11.34	9.08	9.89	8.87	8.20	9.70	8.26
1900	11.40	—	12.57	11.86	12.43	10.41	11.39	11.02	9.27	11.07	9.69
1901	10.20	12.90	10.42	10.25	11.79	10.53	11.75	9.90	9.28	11.87	10.16
1902	9.78	11.65	10.13	9.82	10.97	10.20	11.19	10.08	8.73	11.22	10.22
1903	9.56	10.92	11.04	9.94	11.00	10.29	11.18	10.45	8.87	11.29	10.92
1904	9.17	10.74	10.71	9.37	10.78	10.17	11.00	11.23	8.79	11.13	10.80
1905	9.29	10.31	10.75	9.07	10.77	10.04	10.75	9.92	8.83	11.03	10.21
1906	9.66	10.79	11.09	9.12	11.47	10.10	10.61	10.58	8.94	11.14	9.80
1907	11.21	9.43	11.52	10.52	13.03	10.91	11.89	11.55	6.30	11.39	10.62
REPAIRS AND RENEWALS OF ROLLING STOCK.											
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
1898	3.08	—	4.93	3.08	2.80	2.83	2.72	2.26	1.57	2.74	2.23
1899	3.14	—	4.63	3.10	2.88	3.03	3.00	2.19	1.67	2.70	2.38
1900	3.32	—	4.81	3.26	3.28	3.47	3.01	2.23	1.77	2.73	2.28
1901	3.93	1.73	5.30	3.58	3.24	3.49	3.05	2.20	1.69	2.87	2.19
1902	3.86	2.13	5.48	3.19	3.26	3.63	3.10	2.27	1.79	2.90	2.75
1903	3.79	2.23	5.26	3.35	3.47	3.61	3.35	2.34	1.96	3.12	2.14
1904	3.52	2.39	4.79	3.38	3.61	3.52	3.35	2.35	1.92	3.23	2.43
1905	3.65	2.68	5.38	3.31	3.72	3.44	3.08	2.38	1.90	3.39	2.51
1906	3.56	2.74	4.11	3.29	3.85	3.44	3.30	2.30	1.93	3.43	2.58
1907	3.58	2.51	4.24	3.31	3.90	3.37	3.26	1.81	1.98	3.56	2.48
TRAFFIC CHARGES.											
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
1898	9.54	—	10.42	9.23	12.00	10.12	10.59	9.31	7.34	9.24	8.97
1899	9.69	—	10.33	9.56	12.28	10.34	10.72	9.31	8.02	9.08	8.83
1900	10.22	—	10.80	10.01	12.33	10.75	11.10	9.33	8.32	9.49	8.83
1901	10.48	13.49	11.21	10.12	12.81	11.38	11.61	9.46	8.36	9.82	9.23
1902	10.42	12.87	11.06	10.13	12.81	11.46	11.83	9.57	8.46	9.80	9.03
1903	10.73	12.46	11.30	10.39	12.74	11.65	12.20	9.48	8.56	10.21	8.61
1904	10.38	12.30	11.77	10.48	12.36	11.76	12.17	9.38	8.50	10.50	8.66
1905	10.26	12.00	11.54	10.00	12.24	11.80	12.16	9.60	8.49	10.53	8.53
1906	10.23	11.62	11.36	9.77	12.66	11.79	11.81	9.44	8.43	10.56	8.28
1907	10.41	11.13	11.97	10.09	12.84	11.89	11.89	9.37	8.44	10.59	8.30

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

Canal expenditure) for the Years from 1898 to 1907, of the undermentioned Railway Companies.
by the several Companies is included.

Lan- cashire and York- shire.	London and North- Western.	London and South- Western.	London Brighton and South Coast.	Midland.	Midland Great Western of Ireland.	North British.	North- Eastern.	South- Eastern and Chatham. †	Taff Vale.	YEAR.
MAINTENANCE OF WAY.										
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
6·37	6·46	6·11	6·48	4·75	6·58	4·57	5·53	—	6·23	1898
6·40	6·46	6·38	6·56	4·58	7·14	4·59	5·46	5·58	7·29	1899
6·16	6·24	6·77	6·94	4·57	7·21	4·74	5·49	5·72	7·51	1900
7·40	6·28	6·48	7·24	4·64	7·19	4·82	6·27	6·92	7·59	1901
6·94	6·74	6·52	7·26	4·93	7·14	4·92	6·88	7·20	7·77	1902
7·42	7·42	6·59	7·51	5·35	7·52	5·18	7·32	7·05	7·46	1903
6·87	7·48	6·62	7·42	5·11	7·84	5·25	7·67	7·14	6·99	1904
6·56	7·14	6·74	7·29	5·04	7·57	5·57	7·48	7·19	6·40	1905
6·02	7·10	6·90	7·05	5·08	8·04	5·71	7·49	8·24	6·70	1906
5·76	6·96	6·67	6·59	5·07	7·97	5·83	7·73	7·31	6·66	1907
LOCOMOTIVE POWER.										
9·74	8·98	9·38	10·24	9·37	8·47	7·55	11·30	—	15·16	1898
10·37	9·48	9·84	10·89	10·22	8·56	8·25	12·27	10·73	16·57	1899
11·51	11·16	10·87	12·79	11·60	9·97	9·93	13·85	13·08	19·64	1900
12·20	11·90	11·53	13·71	11·71	10·26	9·59	14·03	13·68	19·17	1901
11·83	11·35	10·98	12·99	11·40	9·96	9·01	13·97	12·73	17·88	1902
11·75	11·85	10·56	12·86	11·25	10·56	9·13	14·49	12·26	17·32	1903
12·24	12·50	10·49	12·46	10·85	10·41	8·95	14·27	11·79	17·04	1904
12·45	12·27	10·37	12·36	10·90	10·15	9·05	14·05	11·88	16·00	1905
12·50	12·50	10·15	11·92	11·13	10·13	9·40	14·20	11·92	16·14	1906
13·35	13·17	10·84	11·98	12·35	11·40	10·39	15·16	12·67	17·93	1907
REPAIRS AND RENEWALS OF ROLLING STOCK.										
3·19	2·82	2·63	3·66	2·63	2·14	2·61	5·31	—	1·84	1898
3·33	2·93	2·58	3·85	2·62	2·21	2·46	5·66	2·68	2·60	1899
3·18	3·18	2·56	3·33	2·61	2·13	2·76	5·96	2·56	2·56	1900
3·27	3·37	2·46	3·46	2·68	2·26	2·77	6·38	3·13	2·46	1901
3·36	3·44	2·61	3·58	2·73	2·60	3·01	6·88	3·18	2·35	1902
3·42	3·74	2·71	3·62	2·80	2·03	3·10	7·02	3·28	2·29	1903
3·42	3·73	2·72	3·63	2·83	2·02	3·13	7·26	3·31	2·28	1904
3·81	3·73	2·68	3·68	2·78	2·24	3·17	7·60	3·24	2·23	1905
3·58	3·74	2·64	3·77	2·89	1·85	3·29	7·87	3·28	2·35	1906
3·28	3·76	2·59	3·52	2·88	1·80	3·43	7·94	3·42	2·51	1907
TRAFFIC CHARGES.										
13·93	14·37	10·50	10·13	11·88	8·06	9·14	10·69	—	12·19	1898
14·37	14·68	10·68	10·60	12·27	8·13	9·23	10·71	13·01	10·56	1899
14·95	15·09	10·80	11·15	12·76	8·36	9·84	11·10	13·78	11·72	1900
15·58	16·12	11·00	11·32	12·93	8·45	10·05	11·87	14·38	11·51	1901
15·94	16·87	10·88	11·15	13·26	8·24	10·07	12·63	14·14	11·36	1902
16·46	17·53	10·97	11·13	13·43	8·32	10·39	13·61	14·05	11·24	1903
16·52	17·34	11·00	11·19	13·26	8·35	10·46	13·90	13·84	10·92	1904
16·71	17·18	10·86	11·03	13·18	8·32	10·67	13·56	13·95	10·53	1905
16·54	17·02	10·64	10·65	12·99	8·08	10·91	13·34	13·83	10·44	1906
16·67	17·14	10·65	10·66	13·20	8·28	10·87	13·47	13·94	10·70	1907

† The London Chatham and Dover and South Eastern Railway Companies' Lines have been worked by a Joint Committee as one undertaking since the year 1899.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 21.—COMPARISON of EXPENDITURE per Train Mile (exclusive of Steamboat, of the undermentioned

Note.—The expenditure of the lines worked

YEAR.	Caledonian.	Central London.	Furness.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland
GENERAL CHARGES.											
	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>	<i>d.</i>
1898	1·15	—	2·45	1·24	1·68	1·62	1·47	1·47	1·28	1·16	1·34
1899	1·19	—	2·77	1·28	1·56	1·52	1·47	1·55	1·35	1·12	1·30
1900	1·23	—	2·81	1·31	1·45	1·60	1·52	1·62	1·40	1·11	1·44
1901	1·25	2·51	3·26	1·30	1·54	1·67	1·51	1·63	1·41	1·11	1·55
1902	1·28	2·50	3·16	1·34	1·49	1·59	1·57	1·70	1·46	1·11	1·66
1903	1·25	2·49	2·98	1·36	1·52	1·59	1·63	1·78	1·51	1·15	1·66
1904	1·20	2·60	3·22	1·42	1·52	1·63	1·71	1·80	1·55	1·18	1·76
1905	1·20	2·78	3·16	1·37	1·54	1·70	1·70	1·91	1·53	1·20	1·71
1906	1·29	2·64	3·45	1·36	1·60	1·76	1·86	1·85	1·40	1·25	1·69
1907	1·28	2·65	3·41	1·39	1·60	1·79	1·94	1·80	1·40	1·26	1·81
RATES, TAXES, AND GOVERNMENT DUTY.											
1898	1·64	—	2·59	1·66	1·94	2·68	2·01	*2·00	1·33	2·36	*1·79
1899	1·65	—	2·79	1·75	1·89	2·74	1·98	*2·22	1·41	2·28	*1·83
1900	1·74	—	2·72	1·80	1·82	2·93	2·04	*2·13	1·46	2·39	*2·19
1901	1·83	2·24	2·86	1·82	1·93	3·20	2·23	*2·16	1·48	2·58	*2·02
1902	1·71	4·64	3·00	1·71	1·94	3·41	2·45	*2·19	1·48	2·82	*1·93
1903	1·82	5·39	3·26	1·83	1·98	3·59	2·66	*2·40	1·63	2·98	*1·95
1904	1·98	5·52	3·86	1·85	2·05	3·68	2·78	*2·37	1·79	3·11	*1·99
1905	1·95	5·76	3·96	1·76	2·08	3·81	2·82	*2·42	1·98	3·25	*2·05
1906	1·97	6·25	3·74	1·63	2·08	3·80	2·68	*2·36	1·74	3·28	*2·00
1907	2·07	6·21	3·57	1·66	2·00	3·61	2·40	*2·26	1·75	3·09	*1·95
OTHER RAILWAY WORKING EXPENDITURE. §											
1898	1·42	—	0·80	0·85	1·32	0·57	0·44	0·76	1·06	0·54	0·56
1899	1·50	—	0·37	1·03	1·47	0·74	0·61	0·64	1·20	0·59	0·49
1900	1·85	—	0·49	0·74	1·64	0·30	0·72	0·61	1·20	0·72	0·64
1901	2·99	0·47	1·00	2·92	3·01	2·44	2·25	1·47	1·35	1·02	0·94
1902	2·54	0·19	0·60	2·69	3·00	2·62	2·24	1·68	1·43	0·91	0·91
1903	2·63	0·20	0·58	3·29	2·85	2·76	2·23	1·93	1·38	1·01	1·11
1904	3·09	0·22	1·15	2·89	2·87	2·50	2·16	1·91	1·38	0·91	1·07
1905	2·78	0·35	0·91	2·83	2·94	2·51	2·17	1·81	1·38	0·93	1·25
1906	2·93	0·42	1·00	3·46	3·03	2·34	2·33	1·93	1·45	1·02	0·81
1907	3·00	0·35	1·08	3·21	3·01	2·52	2·35	1·99	1·40	1·05	0·69
TOTAL.											
1898	29·90	—	41·06	28·87	34·29	31·27	31·20	31·51	23·34	32·38	30·47
1899	31·36	—	41·01	30·68	35·61	32·57	32·21	31·73	25·54	32·69	30·44
1900	34·90	—	42·49	33·86	37·34	35·06	34·17	33·74	27·75	34·63	32·55
1901	36·39	34·89	42·31	35·49	38·86	38·25	36·94	33·76	27·76	36·47	33·99
1902	35·49	35·55	41·62	34·13	38·23	38·75	37·12	35·30	27·82	35·85	34·47
1903	36·42	35·48	42·71	35·64	38·41	39·57	38·19	36·36	28·27	36·98	34·19
1904	35·14	35·73	42·65	34·78	38·01	39·62	38·25	38·68	28·51	37·33	35·39
1905	35·09	35·73	42·62	33·19	38·51	39·70	37·81	37·86	28·37	37·46	35·57
1906	35·54	36·14	42·99	33·41	40·53	40·11	37·76	37·56	27·93	37·72	33·86
1907	37·90	33·93	44·72	34·98	42·48	40·68	39·06	36·17	28·87	38·30	34·49

* Rates and taxes only—the passenger duty is not charged in Ireland.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

Dock, Harbour and Canal expenditure) for the Years from 1898 to 1907,
Railway Companies—*continued*.

by the several Companies is included.

Lan- cashire and York- shire.	London and North- Western.	London and South- Western.	London Brighton and South Coast.	Midland.	Midland Great Western of Ireland.	North British.	North- Eastern.	South- Eastern and Chatham. ‡	Taff Vale.	YEAR
GENERAL CHARGES.										
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
1·20	1·68	1·32	1·09	1·05	1·51	1·11	1·08	—	2·98	1898
1·16	1·60	1·34	1·10	1·03	1·48	1·11	1·15	2·24	2·38	1899
1·18	1·57	1·28	1·34	1·02	1·49	1·07	1·14	2·24	2·49	1900
1·21	1·72	1·29	1·39	1·06	1·45	1·06	1·24	2·24	2·52	1901
1·18	1·80	1·34	1·45	1·14	1·42	1·06	1·29	2·25	2·40	1902
1·24	1·91	1·43	1·44	1·13	1·43	1·05	1·41	2·28	2·36	1903
1·24	1·88	1·45	1·43	1·13	1·42	1·08	1·47	2·21	2·34	1904
1·26	1·91	1·48	1·53	1·16	1·57	1·05	1·54	2·24	2·25	1905
1·23	1·91	1·53	1·51	1·16	1·52	1·08	1·47	2·23	2·30	1906
1·17	1·86	1·53	1·54	1·16	1·54	1·05	1·52	2·26	2·36	1907
RATES, TAXES, AND GOVERNMENT DUTY.										
2·56	2·19	2·74	4·06	1·87	*1·25	1·40	2·56	—	5·98	1898
2·59	2·22	2·87	4·10	1·82	*1·29	1·40	2·55	4·97	5·00	1899
2·66	2·32	2·94	4·15	1·83	*1·35	1·45	2·60	5·15	5·39	1900
2·79	2·55	3·17	4·52	1·88	*1·31	1·49	2·95	5·34	5·48	1901
2·94	2·75	3·53	4·81	2·06	*1·35	1·45	3·16	5·48	5·61	1902
3·23	3·05	3·69	5·11	2·23	*1·38	1·54	3·73	5·56	5·76	1903
3·54	3·30	3·66	5·22	2·29	*1·41	1·72	4·05	5·35	5·82	1904
3·81	3·36	3·85	5·36	2·36	*1·44	1·75	4·05	5·62	5·63	1905
3·69	3·25	3·69	5·16	2·38	*1·45	1·73	3·74	5·34	5·43	1906
3·38	3·13	3·51	4·90	2·24	*1·42	1·72	3·49	5·16	5·30	1907
OTHER RAILWAY WORKING EXPENDITURE. §										
0·61	0·81	0·90	1·71	0·46	0·28	0·90	0·38	—	4·03	1898
0·64	1·00	1·02	2·52	0·47	0·24	0·92	0·43	1·17	3·97	1899
0·93	1·21	1·01	2·28	0·47	0·17	1·06	0·63	1·50	3·91	1900
1·86	1·18	1·43	2·09	2·57	0·19	1·01	0·67	1·56	0·95	1901 §
1·93	1·09	1·68	2·04	2·63	0·28	1·03	0·64	1·57	1·76	1902
2·24	1·12	1·30	1·68	2·97	0·61	0·99	0·53	1·38	1·26	1903
2·26	1·11	1·08	1·50	3·31	0·55	0·90	0·75	1·25	0·84	1904
2·16	1·04	1·03	1·44	3·47	0·60	0·94	0·86	1·23	1·20	1905
2·03	1·09	1·60	1·43	3·41	0·32	1·31	0·81	1·09	1·56	1906
2·12	1·29	1·23	1·35	3·43	0·46	0·95	0·99	1·01	1·28	1907
TOTAL.										
37·60	†38·22	33·58	37·37	32·01	28·29	27·28	36·85	—	48·41	1898
38·86	†39·30	34·71	39·62	33·01	29·05	27·96	38·23	40·40	48·37	1899
40·57	†41·82	36·23	41·98	34·86	30·68	30·85	40·77	44·03	53·22	1900
44·31	†44·20	37·36	43·73	37·47	31·11	30·79	43·41	47·25	49·68	1901
44·12	44·04	37·54	43·28	38·15	30·99	30·55	45·45	46·55	49·13	1902
45·76	46·62	37·25	43·35	39·16	31·85	31·38	48·11	45·86	47·69	1903
46·09	47·34	37·02	42·85	38·78	32·00	31·49	49·37	44·89	46·23	1904
46·76	46·63	37·01	42·69	38·89	31·89	32·20	49·14	45·35	44·24	1905
45·59	46·61	37·05	41·49	39·04	31·39	33·43	48·92	45·93	44·92	1906
45·73	47·31	37·02	40·54	40·53	32·87	34·24	50·30	46·37	46·74	1907

† As the receipts per train mile of the London and North Western Company, on page xlvii, for the years 1898-1901 include the proportion derived from the Steamboat Traffic, the expenditure per train mile of the Company shown above for those years includes the proportion due to the working of the Steamboats. This expenditure per train mile varied from 9d. to 1½d. in the four years.

§ The figures for 1901 do not compare with those for previous years owing to a change made in the mode of treating receipts from, and expenditure on, hotels; the gross figures being now given in all cases.

‡ The London Chatham and Dover and South Eastern Railway Companies' lines have been worked by a Joint Committee as one undertaking since the year 1899.

RAILWAY RETURNS.—1907.

No. 1.—CAPITAL, &c.

RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, PREFERENTIAL, and GUARANTEED CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1907, specifying the rate per cent. of the Dividends for the year 1907 on each of the said Capitals; showing also the Loans outstanding on the 31st day of December 1907, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

NOTE.—The figures in *italics*, as regards the year 1907, on pages 2 to 45 show the amounts by which the Capitals of the Railway Companies have been nominally increased by the conversion, consolidation, and division of their Stocks. In certain cases the consolidation has resulted in a nominal decrease, the amounts by which the Capitals were so decreased being specially noted. The amounts of Capital printed in Roman type include the nominal additions and show the sums receiving the rates of dividend stated against them.

No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND DIVIDENDS.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	
Ackworth Light	132,000	44,000	176,000	—	—	—	—	—	—	—	—
Alexandra (Newport and South Wales) Docks and Railway. *	2,800,000	905,000	3,705,000	{ 385,000† 380,000‡	{ 4 Nil	1,189,364	4½	4½	—	—	—
Avonmouth Light	21,000	7,000	28,000	12,010	Nil	—	—	—	—	—	—
Axminster and Lyme Regis Light	Undertaking vested in the "London and South-Western" Railway Company as from										
Baker Street and Waterloo	2,673,000	890,000	3,563,000	{ 298,030 1,425,490	{ 3 Nil	660,000	4	3½	—	—	—
Bala and Festiniog	Worked by the Great Western.										
Barry	4,595,000	1,689,000	6,284,000	{ 913,711 1,087,529* 1,087,529† 1,087,529‡	{ 8 4 4 ‡	1,284,291 598,760	4 5	4 5	—	—	—
Worked by the Barry. } Vale of Glamorgan	573,000	183,000	756,000	533,000	4½	—	—	—	—	—	—
Bideford, Clovelly and Hartland Light	150,000	50,000	200,000	—	—	—	—	—	—	—	—
Bideford, Westward Ho! and Appledore.	80,000	14,166	94,166	80,000	Nil	—	—	—	—	—	—
Birkenhead (vested jointly in the Great Western and London and North-Western).	2,550,000	—	2,550,000	1,941,506 134,316†	4 Nil	474,178	4½	4½	—	—	—
Bishop's Castle	This line is in the hands of a Receiver and no returns of capital are available.										
Blackpool and Fleetwood Tramroad	180,000	60,000	240,000	150,000	6½	—	—	—	—	—	—
Blagdon and Pensford Light	90,000	30,000	120,000	—	—	—	—	—	—	—	—
Blyton and Frodingham Light	90,000	30,000	120,000	—	—	—	—	—	—	—	—
Brackenhill Light	54,000	18,000	72,000	—	—	—	—	—	—	—	—
Bradford Corporation (Nidd Valley Light).	—	30,000	30,000	—	—	—	—	—	—	—	—
Brecon and Merthyr Tydfil Junction	1,272,500	1,001,838	2,274,338	{ 264,360 —	{ Nil —	544,980 106,174 205,700 46,500* 49,874	4 4 4 5 4	Nil 4 1½ 5 Nil	—	—	—
Bridgwater	135,000	45,000	180,000	75,000	3½	60,000	4½	4½	—	—	—

31st December, 1907.—ENGLAND AND WALES.

conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
—	—	—	—	—	—	—	—	—		Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907. * In addition to paying interest on Capital the Company paid 10,729l. for Royalties. † Preferred Ordinary Stock. ‡ Deferred Ordinary Stock.
1,954,364	—	—	455,000	4	455,000	2,409,364	2,168,937	—	—	
192,286	—	—	—	—	—	192,286	192,350	—	—	
12,010	—	—	—	—	—	12,010	10,600	—	—	
1st January, 1907, under Act of 6, Edw. VII. Ch. 85										
2,383,520	—	—	661,000	4	661,000	3,044,520	2,897,968	—	—	
4,971,820	23,767	3	1,220,031	3	1,243,798	6,215,618	6,000,725	—	—	* Preferred Converted Ordinary Stock. † Deferred Converted Ordinary Stock. ‡ Partly Preferred; partly Deferred. § Reserved for conversion of Rent Charges.
1,177,589	5,942	3	199,058	3	205,000	1,382,529	1,326,908	—	—	
533,000	—	—	127,000	3	127,000	660,000	660,000	—	—	
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
80,000	1,741	4½	—	—	1,741	81,741	59,310	—	—	
2,550,000	—	—	—	—	—	2,550,000	2,550,000	—	—	* Borrowing powers divided in equal proportions between the companies in which the line is vested. † Amount received on shares partially paid but afterwards forfeited and on which no dividend is paid.
150,000	40,000	5	—	—	40,000	190,000	190,000	—	—	
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	
—	{ 3,000 1,000 26,000 }	{ 3½ 3½ 3½ }	—	—	30,000	30,000	30,000	—	—	Accounts to 31st March, 1908. Railway authorised under the Light Railways Act, 1896.
1,167,714	14,075†	5	903,672	4	917,747	2,085,461	2,085,461	—	—	* Rumney preference shares. † Capitalised value of Land Rent Charges. ‡ Nominal decrease.
49,874	—	—	46,118‡	—	46,118‡	3,756	3,755	—	—	
135,000	—	—	45,000	4	45,000	180,000	180,000	—	—	The line is worked by the Joint Committee of the "London and South-Western" and "Midland" Companies for working the Somerset and Dorset line.

RAILWAY RETURNS.—1907.

No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased These amounts are, in all cases, inclu

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SH								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Brighton and Dyke	Worked by the London, Brighton, and South Coast.											
Budleigh Salterton	Leased to the London and South-Western.											
Burry Port and Gwendreath Valley	59,650	140,000	199,650	25,350 110,050†	7½ —	33,120 16,700†	5 —	5 —	—	—	—	
Callington Light	Powers transferred to the "Great Western" Railway Company under the Callington Light Railw											
Cambrian	3,500,418	3,410,374*	6,910,792*	1,421,446 —	Nil —	1,919,678 139,757	4 4	Nil Nil	—	—	—	
Worked by the Cambrian.	Tanat Valley	15,000	5,000 28,750*	48,750	15,171	Nil	—	—	—	—	—	
	Van	20,000	6,666	26,666	20,000	Nil	—	—	—	—	—	
	Welshpool & Llanfair Light	21,000	28,050	49,050	15,065	Nil	—	—	—	—	—	
	Wrexham and Ellesmere	230,000	74,666	304,666	180,000	3½	50,000	4	4	—	—	
Cannock Chase and Wolverhampton	80,000	26,600	106,600	70,500	Nil	—	—	—	—	—	—	
Cardiff	4,012,100	2,250,999	7,163,099	1,700,000 500,000* 200,000† —	3 4 3 —	1,000,000	4	4	—	—	—	
Central Essex Light	178,000	89,000	267,000	—	—	—	—	—	—	—	—	
Central London	3,150,000	976,000	4,126,000	1,893,610* 553,195† 553,195†	3 4 2	—	—	—	—	—	—	
Charing Cross, Euston, and Hampstead	4,326,000	1,442,000	5,768,000	4,076,000	Nil	—	—	—	—	—	—	
Charnwood Forest	Worked by the London and North-Western.											
Cheadle, Limited	Undertaking purchased by the "North Staffordshire" as from the 1st January, 1907, under Act c											
Cheshire Lines Committee	These lines are the joint property of the "Great Central," "Great Northern," and "Midland" Railw											
Worked by the Cheshire Lines Committee.	Southport and Cheshire Lines Extension.	385,000	200,000	585,000	288,000 15,000	Nil Nil	75,000 —	2½ —	1½ —	—	—	
City and South London	3,480,000	1,118,000	4,598,000	1,480,000	2½	800,000	5	5	—	—	—	
Clayton West and Darton Light	43,500	14,500	58,000	—	—	—	—	—	—	—	—	
Cleator and Workington Junction	517,200	172,400	689,600	216,010	4½	167,700 70,000	4 4½	4 4½	—	—	—	

31st December, 1907.—ENGLAND AND WALES—*continued.*conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
58,470	80,000	4	60,000	4	144,345	202,815	202,815	—	—	{ * Capitalised value of Rent-charges.
126,750†	4,345*	5	—	—	—	126,750†	126,750†	—	—	† Nominal decrease of Capital.
Amendment and Transfer Order, 1907.										
3,341,124	43,855†	4	2,921,192	4	2,965,047	6,306,171	6,306,171	—	—	{ *Exclusive of 52,325 <i>l.</i> authorised to be raised by Board of Trade Certificates, and of an amount, not exceeding 6,000 <i>l.</i> , authorised by Section 19 of the Cambrian Railways Act, 1904.
129,757	—	—	151,449	4	151,449	281,206	281,206	—	—	†Capitalised value of Land Rent-charges.
15,171	11,500 6,000 2,750 4,500	2½ 3 3½ 3½	—	—	24,750	39,921	39,921	—	—	{ Railway authorised under the Light Railways Act, 1896. A capital sum of £22,000 has been granted by the Treasury, who have also agreed to lend the Company £6,000 free of interest. These amounts are not included in the return. * Amount authorised to be advanced to the Company by various Local authorities.
20,000	1,666	1½	3,000	2	4,666	24,666	24,666	—	—	
15,065	5,722 5,761 3,219 390*	3½ 3½ 3½ 5	2,700	4½	17,792	32,857	32,988	—	—	{ Railway authorised under the Light Railways Act, 1896. The Company has in addition received from the Treasury a capital sum of £17,500, and a loan of £5,700. Interest on the loan is paid at the rate of 3½ per cent. per annum.
230,000	—	—	58,000	4	58,000	288,000	288,000	—	—	*Capitalised Value of Land Rent Charges.
70,500	6,473	6	—	—	6,473	76,973	77,358	—	—	
3,400,000	—	—	1,533,300	3	1,533,300	4,933,300	4,933,300	—	—	{ * Preferred Ordinary Stock. † Second Preferred Ordinary Stock.
—	—	—	383,333	3	383,333	383,333	383,333	—	—	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
3,000,000	—	—	871,536	4	871,536	3,871,536	3,871,536	—	—	{ * Undivided Ordinary Stock. † Preferred Ordinary Stock. ‡ Deferred Ordinary Stock.
4,076,000	—	—	795,500	4	795,500	4,871,500	3,847,332	—	—	{ Line opened for public traffic on 22nd June, 1907, but not handed over to Railway Company by Contractors until 1st July, 1907.
Edw. VII., Ch. 147.										
Companies; the Capital is included in the Returns of those Companies.										Incorporated by the Cheshire Lines Act, 1897.
363,000	—	—	200,000	3	200,000	563,000	563,000	—	—	
15,000	—	—	—	—	—	15,000	15,000	—	—	
2,280,000	—	—	641,623	4	641,623	2,921,623	2,851,249	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	
453,710	—	—	138,400	3½	138,400	592,110	592,110	—	—	

No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, in

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND S						
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.
Cleobury Mortimer and Ditton Priors Light.	96,000	32,000	128,000	69,096	Nil	—	—	—	—	—
Cockermouth, Keswick, and Penrith	335,000	110,000	445,000	307,479	3½	25,000	5	5	—	—
Colne Valley and Halstead	86,790	432,185	518,975	61,200	Nil	25,590	5	Nil	—	—
Corringham Light	14,000	4,667	18,667	12,000	7½	—	—	—	—	—
Corris	15,000	5,000	20,000	15,000	Nil.	—	—	—	—	—
Crowhurst, Sidley and Bexhill	Undertaking vested in the "South-Eastern" as from 1st January, 1907, under Act of 6 Edward 7									
Croydon and Oxted Joint Committee	The line is the joint property of the "London, Brighton, and South Coast" and "South-Eastern"									
Dartford District Light	141,000	47,000	188,000	—	—	—	—	—	—	—
Dearne Valley	600,000	200,000	800,000	360,000	Nil	100,000	4	4	—	—
Deptford Foreign Cattle Market Railway	See under London Corporation.									
Derwent Valley Light	81,000	27,000	108,000	—	—	—	—	—	—	—
Devon South Hams Light	120,000	40,000	160,000	29,570	Nil	—	—	—	—	—
Didcot, Newbury, and Southampton	947,760	515,920	1,463,680	306,830	Nil	638,240	5	Nil	—	—
Dover and Deal Committee	The line is the joint property of the "London, Chatham and Dover" and "South-Eastern"									
Dowlais	These railways are the property of, and are worked by, Messrs. Guest, Keen and Nettlefolds, Lim									
Dowlais Extension										
Easingwold	13,500	4,500	18,000	12,000	4	—	—	—	—	—
East and West Junction	300,000	698,688	998,688	300,000	Nil	—	—	—	—	—
Evesham, Redditch, and Stratford-upon-Avon Junction.	90,000	50,000	140,000	45,000	Nil	45,000	5	Nil	—	—
Stratford-upon-Avon, Towcester, and Midland Junction.	193,450	200,000	393,450	160,000	Nil	15,350	5	Nil	—	—
East and West Yorkshire Union	248,000	100,600	348,600	116,434	Nil	130,998	4	4	—	—
East Lincolnshire	Leased to the "Great Northern."									
				3,240,799	Nil	—	—	—	—	—
East London	3,245,000	2,579,000	5,824,000	840,599	Nil	—	—	—	—	—
Easton and Church Hope	89,000	70,000	159,000	29,727	Nil	59,900	5	Nil	—	—
East Sussex Light	45,000	15,000	60,000	—	—	—	—	—	—	—

31st December, 1907.—ENGLAND AND WALES—*continued.*conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.	
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.							
£	£	Per cent.	£	Per cent.	£	£	£	£	£		
69,096	13,000	5	—	—	13,000	82,096	9,349	—	—	{ Railway authorised under the Light Railways Act, 1896. Line not open for public traffic on 31st December, 1907.	
332,479	—	—	90,132	4	90,132	422,611	422,611	—	—		
86,790	750* 1,920*	4 5	367,365 61,845	Nil 5	431,880	518,670	518,670	—	—		{ *Capitalised value of Land Rent-charges.
12,000	—	—	3,300	4	3,300	15,300	15,300	—	—		{ Railway authorised under the Light Railways Act, 1896.
15,000	—	—	5,000	5	5,000	20,000	20,000	—	—		
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Railway Companies ; the Capital is included in the Returns of those Companies.											
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.	
480,000	—	—	150,000	4	150,000	610,000	542,000	—	—		
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.	
29,570	—	—	—	—	—	29,570	29,570	—	—	{ Railway authorised under the Light Railways Act, 1896. The line was not open for public traffic on 31st December, 1907.	
945,070	106,161 30,630 1,593	4 5 6	49,502 166,000	3 5	353,886	1,298,956	1,298,956	—	—	{ Line worked by the "Great Western" and "London and South-Western" Companies.	
Railway Companies ; the Capital is included in the Returns of those Companies.											
There is no separate Capital for the railways, which are not open for public traffic.											
12,000	3,000	4	—	—	3,000	15,000	15,000	—	—	{ The lines of these Companies are worked by a Joint Committee of the "East and West Junction" and "Stratford-upon-Avon, Towcester and Midland Junction" Companies.	
300,000	—	—	399,901 268,787	5 6	668,688	968,688	968,688	—	—		
90,000	30,000	5	10,900	4	40,900	130,900	130,900	—	—		
175,350	—	—	200,000	5	200,000	375,350	375,350	—	160,000		
247,432	3,500	5½	66,541 10,000 5,000	3½ 4 4½	85,041	332,473	332,973	—	—		
3,240,799	—	—	250,000 172,920 2,126,546	2½ 3½ 4	2,549,466	5,790,265	5,790,265	—	—	{ This line is leased to the "Great Eastern," "London, Brighton and South Coast," "London, Chatham and Dover," "Metropolitan," "Metropolitan District," and "South-Eastern" Railway Companies, and is worked by a Joint Committee of those Companies.	
840,599	—	—	125,000 407,101	2½ 4	532,101	1,372,700	1,372,700	—	—		
99,627	—	—	70,000	4½	70,000	159,627	159,627	—	—	{ Line worked jointly by the "Great Western" and "London and South Western" Companies.	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.	

No. 1.—AMOUNT of CAPITAL, &c., upon t

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, included in the above figures.

[illegible]

31st December, 1907.—ENGLAND AND WALES—*continued.*conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
11,334	—	—	—	—	—	11,334	11,334	—	—	{ Line not open for public traffic on 31st December, 1907. * See note to Watford and Edgware, p. 31.
Junction" Railway Companies' Joint Committee.										
60,000	—	—	40,000	5	40,000	100,000	100,000	—	—	{ *Preferred Stock. †Deferred Stock.
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1907.
130,000	—	—	19,000	3½	19,000	149,000	141,500	—	—	
139,186	—	—	2,000 12,000	4 4½	14,000	153,186	153,186	—	—	{ *The Company paid 857l. for rents and tonnages.
2,086,351	—	—	—	—	—	2,086,351	1,990,851	—	—	{ This Company owns the Waterford and Fermoy and Wexford and Rosslare lines. These are worked under agreement by the "Great Southern and Western" Company (Ireland).
34,200	—	—	—	—	—	34,200	34,200	—	—	
5,521,875	—	—	2,296,123	3	2,296,123	7,817,998	7,817,998	—	—	
478,575	—	—	565,682	3	565,682	1,044,057	1,044,057	—	—	
79,410	19,600	5	—	—	19,600	99,010	99,010	—	—	
42,393	{ 4,000 11,950 2,200*	{ 4 4½ 5 }	—	—	18,150	60,543	60,543	—	—	{ * Capitalised value of Land Rent-charges.
8,679†	—	—	—	—	—	8,679†	8,679†	—	—	{ † Nominal decrease of capital.
31,224,179	44,450	4	8,458,006 79,577 11,367,341 300,000	3½ 4 4½ 5	20,249,374	51,473,553	48,036,600	6,507,637	280,551	*Preferred Ordinary Stock. †Deferred Ordinary Stock.
478,285	—	—	—	—	—	478,285	478,285	—	—	
300,000	—	—	144,326	4	144,326	444,326	444,326	—	—	
Companies ; the Capital is included in the Returns of those Companies.										
Edward VII., Ch. 130.										

Companies; the Capital is included in the Returns of those Companies.

Edward VII., Ch. 130.

No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, in

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND S							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	
Great Central and Midland Joint Committee.	2,000,000	—	2,000,000	—	—	—	—	—	2,000,000	3½	
Great Central and North Staffordshire Committee.	The Line is the joint property of the "Great Central" and "North Staffordshire" Railway Companies.										
Great Central and North Western Joint Committee.	See separate entries under "Manchester, South Junction, and Altrincham" and "Oldham, Ash and Bury" Joint Committees.										
				15,382,886	2½	2,865,000	3½	3½	5,444,627	4	
						11,866,708	4	4	650,000	5	
Great Eastern - - - - -	37,909,221	19,050,557	56,959,778								
Leased to the Great Eastern.				—	—	632,522	4	4	1,035,236	4	
London and Blackwall - -	2,587,180	857,000	3,444,180	2,329,865	4½	250,055	4½	4½	—	—	
				11,042,787*	4	6,440,000	3	3	—	—	
				7,361,854†	2	16,255,280	4	4	—	—	
Great Northern - - - - -	47,497,511	16,967,439	64,464,950	1,069,675	6	575,000	6	6	—	—	
				3,680,324	—	1,803,832	4	4	—	—	
East Lincolnshire - - -	600,000	—	600,000	600,000	6	—	—	—	—	—	
Horncastle - - - - -	48,000	17,620	65,620	48,000	7½	—	—	—	—	—	
Louth and East Coast - -	144,000	94,000	238,000	95,975	Nil	—	—	—	—	—	
Muswell Hill and Palace	70,000	10,000	80,000	70,000	Nil	—	—	—	—	—	
Nottingham and Grantham Railway and Canal	1,014,000	285,000	1,279,000	1,014,000	4½	—	—	—	—	—	
Nottingham Suburban - -	250,000	79,648	329,648	250,000	3½	—	—	—	—	—	
Stamford and Essendine - -	140,000	46,000	186,000	75,000	1	15,000	4	4	—	—	
				46,500	3	3,500	5	5	—	—	
See also the "Midland and Great Northern Railways Joint Committee."											
Great Northern and City - - -	2,010,000	654,216	2,664,216	780,000*	++	—	—	—	—	—	
				780,000†	++						
Great Northern, Piccadilly, & Brompton	5,406,000	1,801,000	7,206,000	355,040	4	—	—	—	—	—	
				4,690,360	Nil						
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North Eastern.										
				35,845,976	5½	11,925,808	5	5	25,513,692	5	
Great Western - - - - -	75,710,276	27,413,553	103,123,829								
				442,735†	—	426,737	5	5	726,094†	—	
Leased to or worked by the Great Western.											
Bala and Festiniog - - -	288,000	95,900	383,900	238,000	3½	50,000	5	5	—	—	
Exeter - - - - -	198,000	166,000	364,000	196,560	Nil	—	—	—	—	—	
Forest of Dean Central - -	No return with regard to capital available.										
Manchester and Milford - -	570,300	204,800	775,100	323,050	Nil	190,200	5	Nil	—	—	
Princetown - - - - -	60,000	20,000	80,000	59,960	Nil	—	—	—	—	—	
Rhondda and Swansea Bay -	978,000	326,000	1,304,000	421,579		505,350	5	5	—	—	

31st December, 1907.—ENGLAND AND WALES—*continued.*conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
2,000,000	—	—	—	—	—	2,000,000	2,000,000	—	—	{ The Line is leased to, and worked by the "Great Central" and "Midland" Companies.
the Capital is included in the Returns of those Companies.										
under-Lyne, and Guide Bridge Junction" Companies. The undertakings of these Companies are										
36,189,221	77,300 5,741*	5 5	17,911,473 6,000 2,550 94,037	4 4½ 4½ 5	18,097,101	54,286,322	54,253,086	1,677,958	45,000	*Capitalised value of Land Rent charges.
1,667,758	—	—	912,313	4	912,313	2,580,071	2,580,030	—	—	
2,579,920	—	—	814,000	4½	814,000	3,393,920	3,393,920	—	—	
43,814,251	29,886‡	5	15,182,663	3	15,212,549	59,026,800	58,748,424	7,947,284	466,692§	{ *Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. ‡Capitalised value of Land Rent charges. §Subscriptions to Railway and other Companies.
5,484,756	—	—	3,044,115	3	3,044,115	8,528,871	8,515,136	—	—	
600,000	—	—	—	—	—	600,000	600,000	—	—	{ *Borrowing Powers (300,000.) exercised by the Great Northern Railway Company.
48,000	16,000 1,620*	3½ 4	—	—	17,620	65,620	65,620	—	—	{ *Capitalised value of Land Rent charges.
95,975	—	—	43,000 29,071	4 4½*	72,071	168,046	168,046	—	—	{ *Interest not exceeding 5 per cent. per annum is payable on this stock out of the Revenue of the year. Interest at the rate of 4½ per cent. was paid for the year 1907.
70,000	—	—	10,000	4	10,000	80,000	80,000	—	—	
1,014,000	—	—	—	—	—	1,014,000	1,014,000	—	—	
250,000	—	—	—	—	—	250,000	250,000	—	—	
140,000	10,600	3	—	—	10,600	150,600	151,200	—	—	{ The Company has received 50,000. from the Great Northern Railway Company under the Great Northern Railway Act, 1906, Section 34. *Preferred Ordinary Stock. ‡Deferred Ordinary Stock. ‡Interest at the rate of 4 per cent. per annum on the Preferred Ordinary Stock, and at the rate of 3 per cent. per annum on the Deferred Ordinary Stock, was guaranteed by the Contractors for three years from February 14th, 1904. ‡Capitalised value of Land Rent charges.
1,560,000	19,800§	4	504,216	4	524,016	2,084,016	2,079,016	—	—	
5,045,400	—	—	1,156,700	4	1,156,700	6,202,100	5,470,800	—	—	
73,285,476	250 27,733* 121,702*	4½ 4½ 5	1,539,851 12,370,924 1,009,494 4,629,317 2,963,945	2½ 4 4½ 4½ 5	22,663,216	95,948,692	95,196,245	—	2,829,782†	{ *Capitalised value of Rent charges. † Includes 1,340,989. temporarily advanced. ‡Nominal reduction of Capital.
742,092‡	—	—	—	—	—	742,092‡	742,092‡	—	—	
288,000	—	—	95,900	4	95,900	383,900	383,900	—	—	
196,560	—	—	154,698	4	154,698	351,258	351,258	—	—	
513,250	500 174,730 38,582*	4½ 5 5	—	—	213,812	727,062	727,062	—	—	{ *Capitalised value of Land Rent charges.
59,960	19,900 100*	4½ 5	—	—	20,000	79,960	79,960	—	—	{ *Capitalised value of Land Rent charges.
926,929	35,000*	5	272,000	4	307,000	1,233,929	1,233,929	—	—	{ *Capitalised value of Land Rent charges.

No. 1—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, in pounds.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARES.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	
Great Western— <i>cont.</i>											
Leased to or worked by the Great Western— <i>continued.</i>											
Ross and Monmouth	160,000	53,000	213,000	80,000	1½	80,000	6	6	—	—	
Teign Valley	132,740	78,300	211,040	15,140	Nil	72,000	5	Nil.	—	—	
West Cornwall	945,493	—	945,493	—	—	—	—	—	809,493 84,650	4½ 5	
West Somerset	154,000	43,330	197,330	67,796	2½	75,063	4	4	—	—	
See also " Birkenhead," " Easton and Church Hope," " Hammer-smith and City," " Shrewsbury and Hereford," " Tenbury," " Victoria Station and Pimlico," " West London " and " Weymouth and Portland."											
Great Western and Great Central Joint Committee.	Capital provided by the "Great Western" and "Great Central" Railway Companies.										
Grindleford, Baslow, and Bakewell . .	225,000	75,000	300,000	—	—	—	—	—	—	—	
Gwendraeth Valleys	170,000	56,000	226,000	100,000	Nil	—	—	—	—	—	
Halifax and Ovenden	The line is the joint property of the "Great Northern" and "Lancashire and Yorksh										
Hammersmith and City	340,000	—	340,000	—	—	—	—	—	154,000 180,000	5 5½	
Harborne	Worked by the "London and North-Western."										
Hayling Railways	Leased to the "London, Brighton, and South Coast."										
Headcorn and Maidstone Junction Light.	86,000	43,000	129,000	—	—	—	—	—	—	—	
Holmfild and Southowram Light . .	84,000	28,000	112,000	—	—	—	—	—	—	—	
Hope, Bradwell and Castleton Light .	30,000	10,000	40,000	—	—	—	—	—	—	—	
Horncastle	Worked by the "Great Northern."										
Hull and Barnsley	5,400,000	4,343,946	9,743,946	3,300,000	2½	750,000 221,702	3½ 4	3½ 4	—	—	
Worked by the Hull and Barnsley. { South Yorkshire Junction.	210,000	10,000	220,000	—	—	—	—	—	210,000	3½	
Humber Commercial Railway and Dock.	1,300,000	433,330	1,733,330	499,920	4	—	—	—	300,000	4	

31st December, 1907.—ENGLAND AND WALES—*continued.*conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
160,000	47,300 5,434*	3½ 5	—	—	52,734	212,734	212,734	—	—	*Capitalised value of Land Rent charges.
87,140	—	—	64,250	4	64,250	151,390	151,390	—	—	
894,143	—	—	—	—	—	894,143	894,143	—	—	
142,859	—	—	40,000	4	40,000	182,859	182,859	—	—	
—	—	—	—	—	—	—	—	—	—	{ No capital had been raised at 31st December, 1907.
100,000	33,300	5	—	—	33,300	133,300	133,300	—	—	
Railway Companies; the Capital is included in the Returns of those Companies.										
334,000	—	—	—	—	—	334,000	334,000	—	—	{ The line is worked jointly by the "Great Western" and "Metropolitan" Companies.
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
4,271,702	40,000*	5	1,578,947 2,000,000	3 4†	3,618,947	7,890,649	7,668,947	129,500‡	—	{ *Capitalised value of Land Rent charges. †3 per cent. and 1 per cent. contingent additional interest. ‡Including £121,500 to Hull Joint Dock Committee.
210,000	632	4	—	—	632	210,632	210,632	—	—	
799,920	—	—	—	—	—	799,920	300,000	—	—	{ Line not open for public traffic on 31st December, 1907.

31st December, 1907.—ENGLAND AND WALES—*continued.*conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
438,212	6,056†	5	194,000	4	200,056	638,268	638,268	—	—	{ *Preferred Converted Ordinary Stock. †Deferred Converted Ordinary Stock. ‡Capitalised value of Land Rent charges.
193,902	—	—	37,000	4	37,000	230,902	230,902	—	—	
273,515	7,865*	5	119,005 125,000 70,000	3 4 4½	321,870	595,385	592,885	—	—	
134,081	—	—	20,000 71,377	3½ 5†	91,377	225,458	225,458	—	—	{ *The Company is also authorised to raise the sum of 20,000 <i>l.</i> by an issue of Debenture Stock. † Interest not paid.
120,000	21,200 4,400	4 4½	14,400	4	40,000	160,000	160,000	—	—	{ *Ordinary Shares. †Preferred Shares. ‡Deferred Shares.
59,762	—	—	19,000	4	19,000	78,762	78,762	—	—	{ Railway authorised under the Light Railways Act, 1896.
115,000	—	—	—	—	—	115,000	115,000	—	—	
311,639	—	—	149,000	4½	149,000	460,639	460,639	—	—	
49,750	—	—	—	—	—	49,750	49,750	—	—	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1907.
20,310	—	—	—	—	—	20,310	20,310	—	—	{ Line not open for public traffic on 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1907. *Amount authorised to be advanced by various Local Authorities. †The Treasury have also agreed to lend the Company 20,000 <i>l.</i> subject to certain conditions.
48,985,957	18,500 10,200 100 300,000†	3 3½ 4 3	19,887,749	3	20,276,549	69,262,506	68,362,290	71,500	477,000	*Minimum Rate. †Capitalised value of Land Rent charges.
7,340,624	—	—	4,132,664	3	4,132,664	11,473,288	11,473,288	—	—	{ *Under Act 60 & 61 Vict. c. 130, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1897, subject to the payment of a rent charge increasing annually for 20 years.
198,744	—	—	—	—	—	198,744	198,744	—	—	
686,186	—	—	—	—	—	686,186	1,263,952	—	—	
{ * Under Act 60 & 61 Vict. c. 130, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1897, subject to the payment of a rent charge increasing annually for 20 years. † 577,766 <i>l.</i> Second Debenture Stocks exchanged for 192,589 <i>l.</i> Lancashire and Yorkshire Railway 3 per cent. Debenture Stock from 1st July, 1907.										

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No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased are, in all cases, included in the above figures.

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND S							
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
					Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Unsecured Rate of Dividend.	Rate of
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	
Lee-on-the-Solent - - - -		30,000	10,000	40,000	29,980	Nil	—	-	-	—	-	
Leek and Manifold Valley Light - -		Worked by the North Staffordshire.										
Leighton Buzzard and Hitchin Light -		120,000	40,000	160,000	—	-	—	-	-	—	-	
Liskeard and Caradon - - - -		Worked by the Liskeard and Looe.										
Liskeard and Looe - - - -		74,000	30,000	104,000	26,000	Nil	43,851	5	Nil	—	-	
Worked by the Liskeard and Looe.	Liskeard and Caradon - -	211,625	75,300	286,925	23,625	Nil	7,200	5	Nil	—	-	
	Liverpool Overhead - - - -	680,000	226,500	906,500	500,000	½	154,942	5	5	—	-	
Liverpool, Southport, and Preston Junction		Undertakings incorporated in the "Lancashire and Yorkshire" Company. For Capital see u										
Llanelli and Mynydd Mawr - - -		60,000	45,000	105,000	59,665	Nil	—	-	-	—	-	
London and Blackwall - - - -		Leased to the Great Eastern.										
London and Greenwich - - - -		Worked by the "South Eastern and Chatham Railway Companies Managing Committee."										
London and North-Western - - -		91,083,233	42,905,620	133,988,853	42,887,507	6½	23,080,620	4	4	15,100,406	4	
					1,948,934	6½	4,119,124	4	4	3,324,286	4	
Leased to or worked by the London and North-Western.	Charnwood Forest - - - -	159,000	53,000	212,000	159,000	Nil	—	-	-	—	-	
	Harborne - - - -	100,000	83,000	183,000	55,990	Nil	—	-	-	—	-	
	Mold and Denbigh Junction -	325,000	247,000	572,000	73,000*	Nil	100,000	5	Nil	—	-	
					76,000†	Nil						
					76,000‡	Nil						
	Shropshire Union Railways & Canal	391,660	—	391,660	391,660*	3½	—	-	-	—	-	
See also "Birkenhead," "Manchester, South Junction, and Altrincham," "North and South-Western Junction," "Oldham, Ashton-under-Lyne, and Guide Bridge Junction," "Shrewsbury and Hereford," "Tenbury," and "West London."												

31st December, 1907.—ENGLAND AND WALES—*continued.*by conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
29,980	—	—	—	—	—	29,980	29,980	—	—	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1907
69,851	24,000	3½	—	—	24,000	93,851	93,851	—	650	
30,825	{ 10,500 2,000 1,500	{ 4½ 4 5	—	—	14,000	44,825	44,825	—	—	
654,942	190,000 16,500	4 4½	—	—	206,500	861,442	861,442	—	—	
" Lancashire and Yorkshire. "										
59,665	—	—	45,000	5	45,000	104,665	104,665	—	—	
83,861,044	167,001*	5	39,008,355	3	39,175,356	123,036,400	123,035,927	1,629,774† 974,950‡ 610,547§	133,200† 2,200,506‡ 100,000¶	{ *Capitalised value of Rent-charges. †Converted debentures. ‡Other Subscriptions. §Expenditure for additional works on leased lines. ¶ Advance.
9,392,344	—	—	9,284,933	3	9,284,933	18,677,277	18,677,022	—	—	
159,900	—	—	46,000	5	46,000	205,000	205,000	—	—	{ The issue of debentures of this Company has been the subject of prolonged litigation. By order of the High Court of Justice a Special Referee was appointed in 1885, and the Report made by him showed that debenture stock to the amount of 117,902l. 10s. had been issued, of which only 46,000l. was legal, the balance being <i>ultra vires</i> . The affairs of the Company are still in Chancery.
55,990	17,262* 22,652*	4½ 5	20,466	5	60,380	116,370	116,370	—	—	
325,000	12,215§	5	40,000 137,000 70,000	5 5 5	259,215	584,215	584,215	—	—	{ * Undivided Stock. † Preferred Stock. ‡ Deferred Stock. § Capitalised value of Land Rent charges.
391,660*	—	—	—	—	—	391,660*	392,170	—	—	{ *During the year 1907, 510l. of the capital was converted into London and North Western Railway Stock.

No. 1.—AMOUNT OF CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominaly* increased These amounts are, in all cases, inclu

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE CAPITAL.							
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
					Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
London and South-Western		34,317,822	15,680,558	49,998,380	8,007,573*	5½	6,721,866	3½	3½	797,980	4	
					5,662,780†	4	10,944,826	4	4			
					5,662,780‡	1½						
					5,662,780	—	950,942	4	4	145,632	4	
Leased to or worked by the London and South-Western.	Budleigh Salterton	60,000	20,000	80,000	60,000	3	—	—	—	—	—	—
	North Cornwall	85,000	58,000	143,000	—	—	—	—	—	—	—	—
	Launceston and Halwill Separate Capital	150,000	50,000	200,000	75,000*	4	—	—	—	—	—	—
	Launceston and Delabole Separate Capital	187,000	62,000	249,000	75,000†	1½	—	—	—	—	—	—
	Wadebridge Separate Capital	150,000	50,000	200,000	187,000	3½	—	—	—	—	—	—
	Padstow Separate Capital	150,000	50,000	200,000	42,000	Nil	—	—	—	108,000	3	
	Plymouth, Devonport, and South-Western Junction	88,000	—	88,000	87,500	3	—	—	—	—	—	—
	Salisbury Railway and Market House	855,000	284,000	1,139,000	360,000	3½	300,000	4½	4½	139,500	3	
	Sidmouth	17,000	4,600	21,600	13,400	4½	1,000	6	6	—	—	—
See also "Easton and Church Hope," "West London Extension," and "Weymouth and Portland"												
London, Brighton, and South Coast	22,727,600	7,537,024	30,264,624	3,240,748*	4½	9,567,289	5	5	1,955,860	5		
				3,475,790†	6							
				3,475,790‡	3½							
					—	—	318,590	5	5	116,765	5	
Leased to or worked by the London, Brighton, and South Coast	Brighton and Dyke	72,000	34,000	106,000	22,030*	Nil)	—	—	—	—	—
				24,940†	Nil							
				17,925‡	Nil							
See also "West London Extension"					44,120	Nil	16,000	5	5	—	—	—
London, Chatham, and Dover Worked by the "South Eastern and Chatham Railway Companies Managing Committee."												
London Corporation (Foreign Cattle Market, Deptford, Railway)		—	35,000	35,000	—	—	—	—	—	—	—	—
London, Tilbury, and Southend		3,967,450	1,336,000	5,303,450	1,863,350	5½	1,716,930	4	4	—	—	—
					—	—	450	4	4	—	—	—
Louth and East Coast Leased to the "Great Northern."												
Lynton and Barnstaple		85,000	53,330	138,330	84,968	Nil	—	—	—	—	—	—
Macclesfield Committee Name changed to "Great Central and North Staffordshire Railway Committee" under Act of 1902												
Maidstone & Faversham Junction Light		96,000	32,000	128,000	—	—	—	—	—	—	—	—
Manchester and Milford Leased to the "Great Western."												
Manchester Ship Canal		9,022,281	9,512,000	18,534,281	3,997,448	Nil	1,022,281	3½	Nil	—	—	
							3,999,961	5*	Nil			

31st December, 1907.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks are given in *italics* below the totals in the figures given in Roman type.

CAPITAL.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
37,797,805	5,500 28,567§	4 4	14,484,750	3	14,518,817	52,316,622	51,285,903	1,287,454	430,105	*Unconverted Stock. †Preferred Converted Ordinary Stock. ‡Deferred Converted Ordinary Stock. §Capitalised value of Land Rent charges.
6,759,354	—	—	2,582,986	3	2,582,986	9,342,340	9,000,780	—	—	
60,000	3,000	3	—	—	3,000	63,000	63,000	—	—	
—	—	—	—	—	—	—	—	—	—	
150,000	—	—	50,000	4	50,000	200,000	200,000	—	—	*Preferred Stock. †Deferred Stock.
187,000	—	—	62,000	3½	62,000	249,000	249,000	—	—	
150,000	—	—	50,000	3½	50,000	200,000	200,000	—	—	
87,500	—	—	—	—	—	87,500	87,500	—	—	
799,500	—	—	220,000	4	220,000	1,019,500	974,500	—	—	
14,400	100 3,500	3½ 3½	—	—	3,600	18,000	18,000	—	—	
59,230	—	—	22,000	5	22,000	81,230	81,230	—	—	
21,715,477	12,007¶	5	5,303,470 1,306,239	4½ 4	6,621,716	28,337,193	28,337,193	—	—	*Undivided Stock. †Preferred Stock. ‡Deferred Stock. ¶Capitalised value of Land Rent-charges.
201,825	—	—	—	—	—	201,825	201,825	—	—	
64,895	—	—	24,000 450	4 5	24,450	89,345	89,345	—	—	*Ordinary Shares. †Preferred Half Shares. ‡Deferred Half Shares.
60,120	—	—	21,900	4½	21,900	82,020	82,020	—	—	
—	35,000	3½	—	—	35,000	35,000	35,000	—	—	
3,580,280	—	—	1,207,595	4	1,207,595	4,787,875	4,786,747	674,480	—	
450	—	—	15,000	4	15,000	15,450	15,450	—	—	
84,968	27,300 15,900	4 4½	—	—	43,200	128,168	128,168	—	—	
Edw. VII. Ch. 78.	—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	
9,019,690	{ 5,000,000 1,359,000 1,098,000 5,000†	{ 3½ 3½ 4 4	{ 200,000	{ 3½	7,662,000	16,681,690	16,647,604	—	—	* Subject to the provisions of section 12 of the Manchester Ship Canal (Finance) Act, 1904, as follows:—"All Profits of the Company after payment of the dividends on Corporation preference shares, and Corporation preference stock shall be divisible as follows:—Two-thirds to the holders of the preference shares issued under the Acts of 1885 and 1887, one-third to the ordinary shareholders. Provided that when the said two-thirds due to the holders of the preference shares issued under the Acts of 1885 and 1887 shall in any year amount to two hundred thousand pounds, all the remaining profits of that year shall be payable to the ordinary shareholders." † Capitalised value of Land Rent-charges.

No. 1.—AMOUNT of CAPITAL, &c., upon 1

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, in full.

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE CAPITAL.						
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.	
					Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.
Worked by the Manchester Ship Canal.	Trafford Park - - -	124,000	41,000	165,000	44,130	*	—	—	—	—	—
	The Capital is provided jointly by the "London and North Western" and "Great Central" Railways.										
	Manchester South Junction and Altrincham.										
	Maryport and Carlisle - - -	777,800	110,900	888,700	775,800	7½	—	—	—	2,000	4*
	Maryport Railways and Docks - -	600,000	200,000	800,000	334	Nil	—	—	—	—	—
	Mawddwy - - - - -	21,000	8,468	29,468	21,000	Nil	—	—	—	—	—
	Mersey - - - - -	3,510,000	1,898,350	5,408,350	1,412,263	Nil	649,107	3	Nil	—	—
					327,983	Nil	188,215	3	Nil	—	—
	Methley Railway Joint Committee -	The line is the joint property of the "Great Northern," "Lancashire and Yorkshire," and "North Eastern" Railways.									
	Metropolitan: Railway Capital - -	12,504,103	5,166,939	17,671,042	5,732,062	½	5,972,041	3½	3½	—	—
	Surplus Lands Capital† - -	2,640,915	—	2,640,915	2,640,915	2½	—	—	—	—	—
					2,640,915	2½	954,203	3½	3½	—	—
	See also "Hammersmith and City."										
	Metropolitan and Great Central Joint Committee.	Capital provided by the "Metropolitan" and "Great Central" Railway Companies.									
Worked by the Metropolitan and Great Central Joint Committee.	Oxford and Aylesbury Tram-road.	100,000	25,000	125,000	2,765	Nil	—	—	—	—	—
	Metropolitan District - - - -	11,601,666	3,436,374	15,038,040	3,235,000	Nil	1,500,000	5	Nil	2,116,666	3
					—	—	1,470,000	5	—	1,250,000	4
	Richmond Extension - - -	350,000	—	350,000	—	—	—	—	—	576,508	3
					—	—	—	—	—	350,000	4
	Metropolitan and Metropolitan District City Lines and Extensions.	Lines owned by the "Metropolitan" and "Metropolitan District" Railway Companies; the Capital provided by the "Metropolitan" and "Metropolitan District" Railway Companies.									
	Mid-Kent (Bromley to St. Mary Cray) -	Worked by the "South Eastern and Chatham Railway Companies Managing Committee."									
	Midland* - - - - -	151,621,073	42,278,653	193,899,726	38,698,630†	2½	55,562,375	2½	2½	18,089,560	2½
					38,637,247†	2½	—	—	—	—	—
					34,664,741	—	19,765,891	2½	2½	7,588,166	2½
Worked by the Midland.	Tottenham and Forest Gate - -	600,000	200,000	800,000	225,000	½	225,000	4	4	150,000	3
	Yorkshire Dales - - - -	63,000	21,000	84,000	44,137	2½	—	—	—	—	—
	See also the "Midland and Great Northern Railways Joint Committee," "North and South Western Junction," and "Midland (Irish Section)."										

31st December, 1907.—ENGLAND AND WALES—*continued.*

Conversion, consolidation, or division of their stocks are given in *italics* below the totals.
The figures given in Roman type.

TOTAL. Total paid-up stock and share capital.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Com- mittees.	To other Railway Com- panies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
14,130	—	—	—	—	—	44,130	32,280	—	—	{ * Interest at the rate of 3 per cent. per annum was paid for the year ending 31st March, 1907.
Companies, and is included in the Returns of those Companies.										
17,800	1,200†	5	107,695	4	108,895	886,695	886,695	—	—	{ * Minimum Rate. † Capitalised value of Land Rent-charges.
334	—	—	—	—	—	334	334	—	—	{ Line not open for public traffic on 31st December, 1907.
11,000	4,745	5	—	—	4,745	25,745	25,745	—	—	
11,370	—	—	{ 742,354 785,988	{ 3 4	1,528,342	3,589,712	3,552,807	—	—	
16,198	—	—	—	—	—	516,198	516,198	—	—	
Northern Railway Companies; the Capital is included in the Returns of those Companies.										
14,103	50,000* 33,541†	4 5	4,351,692	3½	4,435,233	16,139,336	16,014,336	960,250	—	{ * Terminable Debenture Stock, repayable 18th June, 1933. † Capitalised value of Land Rent-charges.
10,915	—	—	—	—	—	2,640,915	2,640,915	—	—	{ Under the provisions of the Metropolitan Railway Acts, 1885 and 1887, the surplus lands property of the Company was separated from the Railway Capital.
15,118	—	—	470,681	3½	470,681	4,065,799¶	4,065,799¶	—	—	{ ¶ Nominal addition to the whole of the "Metropolitan" Company's capital.
2,765	—	—	—	—	—	2,765	2,765	—	—	
11,666	—	—	1,624,200 1,211,625	4 6	2,835,825	12,407,491	12,407,491	—	600,000	
16,508	—	—	60,000	4	60,060	636,508	636,508	—	—	
50,000	—	—	—	—	—	350,000	350,000	—	—	{ This was constituted a separate undertaking under Act of 1875, a dividend at the rate of 4 per cent. per annum being guaranteed by the "Midland" Railway Company under the Metropolitan District Railway Act of 1878.
Included in the Returns of those Companies.										
187,812	—	—	40,971,240	2½	40,971,240	191,959,052	191,864,410	11,915,427	586,786	{ * The capital of the Irish section of the Midland Railway is here included, but the estimated amount thereof has been excluded from the total capital for England and Wales shown on page 30. † Preferred Converted Ordinary Stock. ‡ Deferred Converted Ordinary Stock.
18,798	—	—	11,769,422	2½	11,769,422	73,788,220	73,788,220	—	—	
10,000	—	—	188,000	4	188,000	788,000	788,000	—	—	
14,137	15,000	3½	—	—	15,000	59,137	59,090	—	—	

No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, in

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Midland and Great Northern Railways Joint Committee.	1,200,000	—	1,200,000	—	—	—	—	—	1,200,000	3	—
Midland and North-Eastern Committee (Swinton to Knottingley).	The line is the joint property of the "Midland" and "North Eastern" Railway Companies										
				294,207	Nil	337,464	5	Nil	165,334	3	—
Midland and South Western Junction -	802,072	1,394,783	2,196,855	—	—	—	—	—	41,334	3	—
Mid Suffolk Light - - - -	225,000	75,000	300,000	63,590	Nil	71,710	4½	Nil	—	—	—
Milford Haven Dock and Railway -	140,000	46,000	186,000	74,230	Nil	—	—	—	—	—	—
Mold and Denbigh Junction - - -	Worked by the "London and North-Western."										
Mumbles Railway and Pier - - -	106,000	35,330	141,330	46,383	6	24,900	4	4	—	—	—
Muswell Hill and Palace - - -	Worked by the "Great Northern."										
Neath and Brecon - - - -	684,790	698,566	1,383,356	256,230	Nil	400,402	4	½	—	—	—
				—	—	257,453*	—	—	—	—	—
Neath, Pontardawe, and Bryn-Aman -	558,000	186,000	744,000	1,250	Nil	—	—	—	—	—	—
Newport, Godshill, and St. Lawrence -	Worked by the "Isle of Wight Central."										
Nidd Valley Light - - - -	See "Bradford Corporation"										
Norfolk and Suffolk Joint Railways Committee.	The Capital is provided jointly by the "Great Eastern Railway Company" and the "Midland Company and Committee."										
Northampton and Banbury Junction -	915,000	300,000	1,215,000	109,980	Nil	145,000	5	Nil	—	—	—
						74,770	—	—	—	—	—
North and South Shields Electric -	180,000	60,000	240,000	—	—	—	—	—	—	—	—
North and South-Western Junction -	105,000	33,600*	138,600	128,600	7½	—	—	—	—	—	—
North Cornwall - - - -	Worked by the "London and South-Western."										
				31,414,432	6½	15,321,227	4	4	8,517,478	4	—
North Eastern - - - -	61,041,986	26,753,863	87,795,849	399,200	6½	200,625	4	4	818,574	4	—
				41,875	3	13,725	5	5	16,918	4½	—
Leased to or worked by the North-Eastern.	74,900	*	74,900	244,240	2½	—	—	—	—	—	—
Great North of England, Clarence and Hartlepool Junction.	250,000	83,333	333,333	24,430	Nil	—	—	—	—	—	—
Scarborough, Bridlington, and West Riding Junction.	3,250,000	1,083,333	4,333,333	—	—	—	—	—	—	—	—
North East London - - - -											
North Lindsey Light	195,000	65,000	260,000	54,363	Nil	5,160	4	Nil	—	—	—
North London - - - -	3,255,000	1,080,766	4,335,766	2,034,400	5	250,000	4½	4½	—	—	—
See also "North and South Western Junction."						700,000	—	—	—	—	—
North Staffordshire - - - -	8,233,473	3,183,922	11,417,395	3,594,650	4½	3,082,483	3	3	1,170,000	5	—
				30,140	4	1,052,333	3	3	—	—	—
Worked by the North Staffordshire.											
Leek and Manifold Valley Light	20,000	27,000	47,000	15,393	Nil	—	—	—	—	—	—
North Sunderland Light - - -	31,000	10,333	41,333	14,900	Nil	9,920	4	Nil	—	—	—

31st December, 1907.—ENGLAND AND WALES—*continued.*by conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£		
1,200,000	—	—	—	—	—	1,200,000	1,200,000	—	—	
Capital is included in the Returns of those Companies.										
797,065	9,000*	5	191,117 476,789 417,977	Nil Nil 3	1,094,783	1,891,848	1,891,848	—	—	*Capitalised value of Rent-charge.
41,334	—	—	90,857 96,614	Nil 3	187,471	228,805	228,805	—	—	
135,300	17,947	5	25,000*	3½	42,947	178,247	184,182	—	—	{ Amount of Debenture Stock issued for cash. A further amount of £25,000 of Debenture Stock has been lodged as security for part of the loans.
74,230	—	—	45,481	5	45,481	119,711	119,711	—	—	
71,283	—	—	—	—	—	71,283	71,283	—	—	{ Undertaking worked by the Swansea Improvements and Tramways Company.
656,632	—	—	681,021	4	681,021	1,337,653	1,337,653	—	—	
257,463*	—	—	73,758*	—	73,758*	331,211*	331,211*	—	—	*Nominal reduction of capital.
1,250	—	—	—	—	—	1,250	1,250	—	—	Line not open for public traffic on 31st December, 1907.
Great Northern Railways Joint Committee," and is included in the Returns of that										
329,730	4,070*	5	115,930 170,058	5 5	290,058	619,788	619,788	—	—	* Capitalised value of Land Rent-charges.
—	—	—	—	—	—	—	—	—	—	{ No capital had been raised at 31st December, 1907.
128,600	—	—	—	—	—	128,600	128,600	—	—	*Under the Companies' Clauses Consolidation Act, 1845, the Company created share capital in lieu of loan capital. The line is leased jointly to the "London and North Western," "Midland," and "North London" Companies.
55,253,137	300 2,600 1,700	3 3½ 3½	23,548,030	3	23,552,630	78,805,767	78,391,685	—	273,450*	*Including 98,450 <i>l.</i> to Sunderland Dock Company, 5,000 <i>l.</i> to Hull South Bridge Company, 60,000 <i>l.</i> to Hull and Netherlands Steam Shipping Company, and 82,500 <i>l.</i> to Wilson's and North-Eastern Railway Shipping Company.
1,418,399	—	—	5,599,940	3	5,599,940	7,018,339	7,018,339	—	—	
72,518	—	—	—	—	—	72,518	72,518	—	—	{ Borrowing powers exercised by the "North-Eastern" Company, and amount included in the return of that Company.
244,240	—	—	72,000	4½	72,000	316,240	316,255	—	—	
24,430	—	—	—	—	—	24,430	14,590	—	—	{ Line not open for public traffic on 31st December, 1907.
59,528	—	—	30,750	4	30,750	90,278	64,778	—	—	{ Railway authorised under the Light Railways Act, 1896. Line not opened for public traffic on 31st December, 1907.
2,984,400	—	—	6,500 980,966	4 4½	987,466	3,971,866	3,971,866	—	—	*Minimum rate, 4½; maximum 5.
7,847,133	—	—	2,845,990	3	2,845,990	10,693,123	10,653,973	219,029	—	
1,082,473	—	—	809,089	3	809,089	1,891,562	1,891,562	—	—	
15,395	9,678 5,000	3½ 3½	—	—	14,678	30,073	25,158	—	—	{ Railway authorised under the Light Railways Act, 1896. A capital sum of 17,500 <i>l.</i> has been granted by the Treasury who have also lent the Company 7,500 <i>l.</i> upon which interest is paid at the rate of 3 per cent. per annum. These amounts are not included in the return.
24,820	6,300*	5	—	—	6,300	31,120	31,120	—	—	*Capitalised Value of Land Rent charges. The Company was incorporated in June, 1892. In 1893 the Company obtained an Order under the Light Railways Act, 1896, authorising the line to be worked as a Light Railway. The Order also authorised an extension and the raising of additional capital.

No. 1.—AMOUNT of CAPITAL, &c., up

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, in

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND						
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.
North Wales Narrow Gauge :										
Moel Tryfan Undertaking -	106,000	54,000	160,000	{ 65,975 —	Nil —	17,390 —	6 —	Nil —	— —	— —
North West London - - -	2,250,000	750,000	3,000,000	—	—	—	—	—	—	—
Nottingham and Grantham Railway and Canal.	Leased to the "Great Northern."									
Nottingham and Retford - - -	1,100,000	366,666	1,466,666	10,100	Nil	—	—	—	—	—
Nottingham Joint Station Committee -	1,250,000	—	1,250,000	—	—	—	—	—	1,170,200	3
Nottingham Suburban - - -	Worked by the "Great Northern."									
Oldham, Ashton-under-Lyne, and Guide Bridge Junction. *	40,000*	—	40,000*	—	—	—	—	—	40,000*	4½
Oxford and Aylesbury Tramroad -	Worked by the "Metropolitan and Great Central Joint Committee."									
Padstow, Bedruthan and Mawgan Light	100,000	25,000	125,000	—	—	—	—	—	—	—
Penarth Extension - - -	Leased to the "Taff Vale."									
Penarth Harbour, Dock, and Railway -	Leased to the "Taff Vale."									
Penllwyn - - -	60,000	20,000	80,000	11,748	Nil	—	—	—	—	—
Plymouth and Dartmoor - - -	201,000	55,300	256,300	35,000	Nil	{ 75,000 25,000 66,000	{ 5 5 5	{ ½ ½ 1½	—	—
Plymouth, Devonport, and South Western Junction.	Worked by the "London and South Western."									
Portmadoc, Beddgelert, and South Snowdon.	318,000	106,000	424,000	50,000	Nil	—	—	—	—	—
Port Talbot Railway and Docks - -	1,350,000	500,520	1,850,520	623,830	3½	600,000	4	4	—	—
Princetown - - -	Worked by the "Great Western."									
Ravenglass and Eskdale - - -	36,000	12,000	48,000	24,000	Nil	—	—	—	—	—
Redruth and Chasewater - - -	49,500	7,500	57,000	49,500	Nil	—	—	—	—	—
Rhondda and Swansea Bay - - -	Worked by the "Great Western."									
Rhymney - - -	2,084,090	605,500	2,689,590	{ 488,540 311,460* 311,460† 10,398 311,460	{ 7 4 3 7 +	993,090 257,090	4 4	4 4	— —	— —
Robertsbridge and Pevensey Light -	80,000	40,000	120,000	—	—	—	—	—	—	—
Ross and Monmouth - - -	Worked by the "Great Western."									
Rowrah and Kelton Fell Mineral - -	39,000	13,000	52,000	36,230	2	—	—	—	—	—
St. Austell and Pentewan Railway, Harbour and Dock	Private property. (No stated capital.)									
Salisbury Railway and Market House -	Worked by the "London and South-Western."									

31st December, 1907.—ENGLAND AND WALES—*continued*.by conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
83,365	—	—	39,477	4	43,040	126,405	126,405	—	—	
—	—	—	3,563	5				—	—	
			3,940	4	3,940	3,940	4,140	—	—	
—	—	—	—	—	—	—	—	—	—	{ No capital had been raised at 31st December, 1907.
10,100	—	—	—	—	—	10,100	10,100	—	—	{ Line not open for public traffic on 31st December, 1907.
1,170,200	—	—	—	—	—	1,170,200	1,170,200	—	—	{ The station is worked by the "Great Central" and "Great Northern" Companies.
40,000*	—	—	—	—	—	40,000*	40,000	—	—	{ *This line is vested jointly in the "Great Central" and "London and North-Western" Railway Companies. With the exception of the £40,000 here stated—held in 4,000 shares by private shareholders—the whole of the authorised capital, viz., £340,000 by shares and £46,000 by loans, is subscribed and raised by the two Companies, and is included in their returns.
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
11,748	—	—	—	—	—	11,748	—	—	—	{ Line not open for public traffic on 31st December, 1907.
201,000	4,000	3	20,670	4	24,670	225,670	225,670	—	—	
50,000	—	—	—	—	—	50,000	50,000	—	—	{ The line is being constructed under an arrangement by the North Wales Power and Traction Company, Ltd., that Company taking the Shares and Debentures in payment.
1,223,830	—	—	450,750	4	450,750	1,674,580	1,645,410	—	—	
24,000	2,600	6	—	—	8,000	32,000	32,000	—	—	
	5,400	8								
49,500	—	—	7,500	5	7,500	57,000	57,000	—	—	
2,104,550	—	—	421,699	4	421,699	2,526,249	2,522,501	—	—	{ *Preferred Ordinary Stock. †Deferred Ordinary Stock. ‡Partly Preferred; partly Deferred.
578,948	—	—	—	—	—	578,948	575,200	—	—	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
36,230	—	—	10,000	4	10,000	46,230	46,230	—	—	

31st December, 1907.—ENGLAND AND WALES—continued.

conversion, consolidation, or division of their stocks are given in *italics* below the totals.
the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total paid-up stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	{ No Capital had been raised at 31st December, 1907.
75,000	—	—	—	—	—	675,000	675,000	—	—	
—	—	—	—	—	—	—	—	—	—	{ No accounts are available, there being neither Directors nor Officers.
20,000	6,200	4½	—	—	6,200	26,200	25,819	—	—	
23,829	—	—	{ 200,000† 221,002† 168,000† 643,378	{ 1 2½ 4 5	1,232,380	2,456,209	2,456,209	—	12,000‡	*Bath Extension Stock. In addition to the fixed dividend of 3½ per cent. the holders of the stock were paid 16s. 5-9d. per cent. for the year ended 31st October, 1907. †These stocks are entitled to a maximum rate of interest of 5 per cent. per annum, provided the net receipts of the company are sufficient to pay such rate. The company pays an annual sum of 374 <i>l.</i> by way of Rent-charge, in respect of land purchased. ‡"Subscriptions to other Companies."
Capital is included in the Returns of those Companies.										
1,084,260	59,000	4	34,600 131,260	3½ 4	224,860	1,309,120	1,309,120	—	—	
1,362,010	{ 50,000 55,000 50,076 75,500 15,570	{ 3½ 3½ 3½ 3½ 4	1,157,400 594,095 1,221,352 6,492,344	{ 3 3½ 4 4½	9,711,337	28,973,347	28,629,252	168,638	—	
61,550	{ 600 7,500 14,900	{ 3½ 4 4½	—	—	23,000	84,550	84,550	—	—	
1,820,964	—	—	2,010,650 173,000 680,766 1,456,085 1,500 4,242,440	3 3½ 3½ 4 4½ 5	8,664,441	32,485,405	32,015,005	436,338	—	*Subject to a reduction of 250,000 <i>l.</i> on account of Rent-charges granted by the Company. †Preferred Stock. ‡Deferred Stock. §Stock in arrears of call.

No. 1.—AMOUNT of CAPITAL, &c., u

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased are, in all cases, the same as the amounts by which the Capitals of the various Companies have been *actually* increased.

[illegible]

31st December, 1907.—ENGLAND AND WALES—*continued.*by conversion, consolidation, or division of their stocks are given in *italics* below the totals. in the figures given in Roman type.

CAPITAL.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
40,000	4,884	6	—	—	4,884	44,884	42,925	—	—	{ Railway authorised under the Light Railways Act, 1896. Line not open for public traffic on 31st December, 1907.
160,980	1,000*	5	83,700	3	84,700	245,680	209,980	—	—	{ Accounts to 30th September, 1907. *Capitalised value of Land Rent-charges.
15,000	—	—	—	—	—	15,000	15,000	—	—	Line not open for public traffic on 31st December, 1907. *Capitalised value of Rent-charges.
48,910	{ 700* 636*	{ 4 5	{ 11,990 5,540	{ 4 5	18,866	67,776	66,506	—	—	
Yorkshire," "Midland," and "North Eastern" Railway Companies; the Capital is										
69,000	4,000 11,000	4 5	—	—	15,000	84,000	84,000	—	—	{ * Dividend guaranteed by Messrs. Samuel Fox and Co., Limited.
132,040	35,000 2,700	4½ 5	—	—	37,700	169,740	169,740	—	—	{ The Company has granted Rent-charges to the amount of 98l. 6s. per annum. The funds are insufficient to pay these charges.
115,500	—	—	30,000	4	30,000	145,500	145,500	—	—	{ Undertaking worked by the Swansea Improvements and Tramways Company.
7,895,211	—	—	1,526,258	3	1,526,258	9,421,469	9,421,469	—	—	{ *In addition to paying interest on capital, the Company paid 12,967l. for Royalties, &c.
3,546,844	—	—	207,291	3	207,291	3,754,135	3,754,135	—	—	
15,000	—	—	5,000	4	5,000	20,000	20,000	—	—	{ *The total amount paid as dividend on the ordinary capital of the Company was 461l.
772,000	—	—	77,510 179,490	3½ 4	257,000	1,029,000	1,029,000	—	—	Accounts to the 30th September, 1907.
15,000	—	—	—	—	—	15,000	15,000	—	—	
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
30,000	—	—	—	—	—	30,000	30,000	—	—	{ Railway authorised under the Light Railways Act, 1896. Line not open for public traffic on 31st December, 1907.
2,300	—	—	—	—	—	2,300	—	—	—	

No. 1.—AMOUNT of CAPITAL, &c., 1

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* These amounts are, in all cases,

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND						
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed	
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.
Vale of Glamorgan	Worked by the "Barry."									
Vale of Rheidol Light	51,000	16,900	67,900	51,000	1½	—	—	—	—	—
Van	Worked by the "Cambrian."									
Victoria Station and Pimlico	412,500	137,500	550,000	225,000	9½	130,000	4½	4½	—	—
Waterloo and City	Undertaking vested in the "London and South Western" Railway Company as from 1st Jan.									
Watford and Edgware*	300,000*	100,000*	400,000*	518	Nil.	—	—	—	—	—
Welshpool and Llanfair Light	Worked by the "Cambrian."									
West Cornwall	See under "Great Western."									
West Lancashire	Undertaking incorporated in the "Lancashire and Yorkshire Railway Company." For Capital.									
West London	180,000	—	180,000	—	—	—	—	—	101,180 64,000 15,200	2 3 6
West London Extension	555,000	185,000	740,000	555,000*	Nil.	—	—	—	—	—
Weston, Clevedon and Portishead Light Railways.	101,000	40,700	141,700	28,809	Nil.	20,000 3,130	4 4½	Nil Nil	—	—
West Riding Committee (West Riding and Grimsby Railway).	Line owned by the "Great Central" and "Great Northern" Railway Companies; the C									
West Somerset	Leased to the "Great Western."									
West Somerset Mineral*	75,000	30,000	105,000	42,500	Nil.	32,500	6	6	—	—
Weymouth and Portland	75,000	25,000	100,000	75,000	4½	—	—	—	—	—
Whitechapel and Bow	1,260,000	395,000	1,655,000	1,200,000	Nil.	—	—	—	—	—
Wirral	854,000	322,570	1,176,570	290,870 —	1½ —	283,600 9,530	4 4½	4 4½	— —	— —
Witney, Burford, and Andoversford Light.	150,000	50,000	200,000	—	—	—	—	—	—	—
Wolverhampton and Cannock Chase	270,000	90,000	360,000	158	Nil.	—	—	—	—	—
Woodside and South Croydon Joint Committee.	Line owned by the "London, Brighton, and South Coast" and "South-Eastern" Railway Co									
Woodbridge and Bawdsey Light	96,000	32,000	128,000	—	—	—	—	—	—	—
Wrexham and Ellesmere	Worked by the "Cambrian."									
Yorkshire Dales	Worked by the "Midland."									
TOTAL ENGLAND AND WALES†	831,057,181	336,983,28	1,168,040,467	394,814,869 54,450,739	— —	275,950,090 37,640,234	— —	— —	100,498,314 14,197,491	— —

† Exclusive of the estimated capital of the Irish section of the Midland Railway Company which is included in the total for Ireland asterisk note to Midland, page 20.

31st December, 1907.—ENGLAND AND WALES—*continued.*By conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
51,000	16,900	4	—	—	16,900	67,900	67,900	—	—	
355,000	—	—	132,322	4½	132,322	487,322	487,322	—	—	{ Line and Station leased to the "Great Western" and "London, Chatham and Dover" Railway Companies.
1907, under Act of 6 Edw. VII., Ch. 85.										
518	—	—	—	—	—	518	—	—	—	{ *Under the Watford and Edgware Railway Act, 1906, the authorised Capital of the Edgware and Hampstead Company (£360,000 in shares, and £120,000 on Mortgage) may be issued as Capital of the Watford and Edgware Company.
"Lancashire and Yorkshire."										
180,380	—	—	—	—	—	180,380	180,380	—	—	
555,000	—	—	—	—	—	555,000	567,000	—	—	{ *Amount authorised to be subscribed by the owning Companies :—Great Western; London and North Western; London and South Western; and London, Brighton and South Coast.
51,939	14,500 13,169*	5 3½	—	—	27,669	79,608	79,108	—	—	{ *Capitalised value of Land Rent Charges. * The Company's Line is closed. The Interest on the Mortgages and Debenture Stock and the Dividend on the Preferential Capital were paid out of a sum received from the Ebbw Vale Steel, Iron and Coal Company, Limited, under an agreement sanctioned by Act of 24th June, 1899. † Advanced to Watchet Harbour Commissioners under the Watchet Harbour Act, 1860. ‡ Line worked by the "Great Western" and "London and South Western" Companies.
included in the Returns of those Companies.										
75,000	3,700	5	26,300	5	30,000	105,000	102,000	—	10,000†	
75,000	—	—	14,250 10,750	4 4½	25,000	100,000	100,000	—	—	{ *Capitalised value of Rent-charges.
1,200,000	16,000*	5	359,000	4	375,000	1,575,000	1,575,000	—	—	
584,000	89,930	4	134,755 2,000	3 4	226,685	810,685	806,685	—	—	
—	—	—	17,666	3	17,666	17,666	17,666	—	—	{ Railway authorised under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	{ Line not open for public traffic on 31st December, 1907.
158	—	—	—	—	—	158	158	—	—	
the Capital is included in the Returns of those Companies.										
—	—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1907.
771,261,273 106,288,464	10,470,999 5,942	—	284,198,155 40,846,258	—	294,669,154 40,862,200	1,065,930,427 147,140,664	1,059,781,394 146,725,968	35,210,766	8,605,072	TOTAL ENGLAND AND WALES.†

No. 1.—AMOUNT of CAPITAL, &c., upon t

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased
These amounts are, in all cases, inclu

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARES.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Arbroath and Forfar	Leased to the "Caledonian."											
Ayr and Maybole	Leased to the "Glasgow and South-Western."											
Bankfoot Light	17,000	5,666	22,666	15,131	Nil.	—	—	—	—	—	—	
Brechin and Edzell District	Worked by the "Caledonian."											
Caledonian	45,451,817	12,217,200	57,669,017	5,164,714*	3½	12,886,547	4	4	8,549,654†	4		
				13,301,320†	3	1,639,890	5	5				
				13,301,320‡	½							
				2,508,026§	Nil.							
				276,666	Nil.							
Leased to, or worked by, the Caledonian.				13,301,320	—	1,475,002	4	4	2,132,894	4		
				2,784,692	Nil.							
	Arbroath and Forfar	250,000	16,666	266,666	189,950	6*	—	—	40,000	5		
	Brechin and Edzell District	42,500	14,166	56,666	37,400	½	—	—	—	—		
	Callander and Oban	1,078,900	359,600	1,438,500	427,530	Nil.	235,020	4	4	—		
	Cathcart District	284,000	194,330	478,330	284,000	2½	305,000	4½	4½	—		
	Dundee and Newtyle	140,000	30,000	170,000	111,650	1½	—	—	—	—		
	Killin	27,000	9,000	36,000	20,785	Nil.	4,000	4	4	—		
	Lanarkshire and Ayrshire	700,000	350,000	1,050,000	535,350	1½	—	—	—	—		
	Lanarkshire and Dumbartonshire	1,437,000	462,333	1,899,333	1,437,000	4	—	—	—	—		
Solway Junction	148,872	—	148,872	148,872	3	—	—	—	—			
Callander and Oban	Worked by the "Caledonian."											
Campbeltown and Machrihanish Light	26,000	2,000	28,000	17,907	2½	—	—	—	—	—		
Cathcart District	Worked by the "Caledonian."											
Cromarty and Dingwall Light	21,000	7,000 20,000*	48,000	—	—	—	—	—	—	—		
Dornoch Light	23,500	7,500	31,000	13,106	Nil.	—	—	—	—	—		
Dundee and Newtyle	Leased to the "Caledonian."											
Edinburgh and Bathgate	Leased to the "North British."											

31st December, 1907.—SCOTLAND.

conversion, consolidation, or division of their stocks are given in *italics* below the totals.
In the figures given in Roman type.

CAPITAL.		CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
Total Paid-up Stock and Share Capital.	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£	£	
15,131	3,350	4	—	—	3,350	18,481	18,406	—	—	<p>Accounts to 31st January, 1908. Railway authorised under the Light Railways Act, 1896.</p> <p>Accounts to 31st January, 1908.</p> <p>*Unconverted Stock.</p> <p>†Preferred Converted Ordinary Stock.</p> <p>‡Deferred Converted Ordinary Stock.</p> <p>§Deferred Ordinary Stock No.1.</p> <p>¶Deferred Ordinary Stock No. 2.</p> <p>¶In this amount are included two sums of 590,375<i>l.</i> and 283,285<i>l.</i> Half of the interest on the former sum is refunded to the Caledonian Company by the North British Company, and half of the interest on the latter by the Glasgow and South Western Company.</p> <p>**Subscription to Portpatrick & Wigtownshire Joint Railway, as shown in the Company's published half-yearly accounts.</p> <p>*Including a bonus of $\frac{1}{4}$ per cent.</p>
7,628,137	—	—	10,844,291	4	10,844,291	68,472,428	68,268,568	**94,766	2,138,400	
19,743,908	—	—	—	—	—	19,743,908	19,540,048	—	—	
229,950	—	—	—	—	—	229,950	229,950	—	—	
37,400	—	—	—	—	—	37,400	37,400	—	—	
967,550	—	—	255,360	4	255,360	1,222,910	1,222,910	—	—	
284,000	—	—	157,330	4	157,330	441,330	441,330	—	—	
111,650	—	—	—	—	—	111,650	111,650	—	—	
24,785	6,000	3 $\frac{1}{4}$	—	—	6,000	30,785	30,785	—	—	
535,350	—	—	225,000	4	225,000	760,350	760,350	—	—	
1,437,000	—	—	312,333	4	312,333	1,749,333	1,749,333	—	—	
148,872	—	—	—	—	—	148,872	148,872	—	—	<p>The Solway Junction Railway is vested in the Caledonian Railway Company, by Act 58 & 59 Vict. c. 132. The Act also cancels all previously existing Stocks of the Company, and authorises the issue of 148,872<i>l.</i> Solway Railway (Caledonian Guaranteed) 3 per cent. Annuities Stock.</p> <p>Accounts to 31st July, 1907.</p> <p>Railway authorised under the Light Railways Act, 1896. Line opened for Mineral and Goods traffic on 18th August, and for Passenger traffic on 17th August, 1906.</p>
17,907	—	—	—	—	—	17,907	10,672	—	—	
—	—	—	—	—	—	—	—	—	—	
13,106	—	—	1,752	4	1,752	14,858	14,858	—	—	<p>Railway authorised under the Light Railways Act, 1896. A capital sum of 32,000<i>l.</i>, not included in the foregoing figures, is granted by the Treasury, who have also agreed to lend the Company a sum of 16,000<i>l.</i> free of interest. No capital had been raised at 31st December, 1907.</p> <p>*Amount authorised to be advanced to the Company by various Local Authorities.</p> <p>Railway authorised under the Light Railways Act, 1896. A sum of 14,000<i>l.</i> was paid by the Treasury towards the cost of construction.</p> <p>Accounts to 31st August, 1907.</p>

No. 1.—AMOUNT of CAPITAL, &c.,

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* inc These amounts are, in all cases

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND						
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaran	
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed
	£	£	£	£	Per cent.	£.	Per cent.	Per cent.	£	1 ce
Findhorn	9,000	3,000	12,000	This line is not working, and no returns are available.						
Forth and Clyde Junction	Leased to the "North British."									
Forth Bridge	Worked by the "North British."									
Gifford and Garvald	Worked by the "North British."									
Glasgow and South-Western	14,951,711	4,803,311	19,755,022	{ 6,106,270* 6,106,270† 442,250‡ 6,106,270 442,250	{ 2½ 1½ Nil — Nil	810,000 4,681,091 534,571	3 4 4	3 4 4	2,260,450 187,090	
Worked by the Glasgow and South-Western. } Ayr and Maybole	34,500	*	34,500	34,500	7	—	—	—	—	
Glasgow District Subway	1,500,000	177,500	1,677,500	750,000	½	484,700	4	4	—	
Great North of Scotland	6,505,891	1,665,002	8,170,893	{ 1,063,654* 1,166,476† 397,396‡ 1,166,476 397,396	{ 3 ½ Nil ½ Nil	1,821,293 133,722	4 4	4 4	1,594,114 351,666	
Highland	5,223,113	2,710,692	7,933,805	2,564,383	1½	{ 480,130 515,000 513,650 445,000 59,080	3½ 4 4½ 5 6	3½ 4 4½ 5 6	76,000	
Worked by the Highland. } Invergarry and Fort Augustus	258,000	86,000	344,000	230,000	Nil	—	—	—	—	
Invergarry and Fort Augustus	Worked by the "Highland."									
Killin	Worked by the "Caledonian."									
Kilsyth and Bonnybridge	136,000	45,300	181,300	131,980	2½	—	—	—	—	
Lanarkshire and Ayrshire	Worked by the "Caledonian."									
Lanarkshire and Dumbartonshire	Worked by the "Caledonian."									
Lauder Light	Worked by the "North British."									

31st December, 1907.—SCOTLAND—*continued*.conversion, consolidation, or division of their stocks are given in *italics* below the totals.
the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total paid-up stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
1,406,331	—	—	4,449,350	4	4,449,350	24,855,681	24,758,481	104,765	—	{Accounts to 31st January, 1908. *Preferred Ordinary Stock. †Deferred Ordinary Stock. ‡Deferred Stock.
7,269,981	—	—	—	—	—	7,269,981	7,262,231	—	—	
34,500	—	—	—	—	—	34,500	34,500	—	—	
1,234,700	131,650	3½	—	—	131,650	1,366,350	1,406,750	—	—	Accounts to 31st January, 1908.
6,042,933	700 18,000 61,250 14,800	3 3¼ 3½ 3¾	1,501,927	4	1,596,677	7,639,610	7,610,929	—	—	{Accounts to 31st January, 1908. A capital sum of 5,000 <i>l.</i> was paid by the Treasury to this Company towards the cost of constructing the Fraserburgh and St. Combs Light Railway. *Preferred Converted Ordinary Stock. †Deferred Converted Ordinary Stock. ‡Deferred Ordinary Stock, No. 2, entitled to participate <i>pari passu</i> with the Ordinary Stock in any dividend beyond 5 per cent.
2,049,260	—	—	50,302	4	50,302	2,099,562	2,099,562	—	—	
4,653,243	—	—	{ 250,000 1,530,607 390,033	{ 3¼ 4 4½	2,170,640	6,823,883	6,823,883	—	—	
230,000	—	—	80,000	4	80,000	310,000	310,000	—	—	Accounts to 31st January, 1908.
131,980	—	—	43,300	4	43,300	175,280	175,280	—	—	{Accounts to 31st January, 1908. The line is worked jointly by the Caledonian and North British Companies.

No. 1.—AMOUNT of CAPITAL, &c.,

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* These amounts are, in all cases

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND										
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guarant					
					Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of				
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.				
Leased to or worked by the North British.		North British	49,144,684	19,011,564	68,156,248	11,990,321	3	270	1	1	—				
						9,567,836	3	7,623,775	3	3					
								11,207,238	4	4					
								5,330,262	4½	4½					
								1,411,603	5	5					
								563,379	6	6					
								11,990,321	3	1,770,461	3	3	—		
								2,381,364	4	4					

31st December, 1907.—SCOTLAND—*continued*.by conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
47,694,684	3,833 3,754 503,531 72,114 250,312 30,760 177,725	3 3½ 3½ 3½ 3½ 3½ 3½	16,117,326	3	17,159,355	64,854,039	64,263,230	666,170	670,419	Accounts to 31st January, 1908.
16,142,146	—	—	3,265,485	3	3,265,485	19,407,631	19,380,421	—	—	
250,000	—	—	—	—	—	250,000	250,000	—	—	
191,390	—	—	61,595	4	61,595	252,985	252,985	—	—	Accounts to 31st January, 1908.
2,325,000	—	—	723,333	4	723,333	3,048,333	3,048,333	—	—	
100,000	—	—	—	—	—	100,000	100,000	—	—	The line is worked as a Light Railway under the Light Railways Act, 1896. * Under the Companies Clauses Consolidation Act, 1845, the company has created share capital in lieu of loan capital.
47,090	13,500	3½	—	—	13,500	60,590	60,590	—	—	Railway authorised under the Light Railways Act, 1896.
1902, under Act of 2 Edward VII., cap. 140.										
491,980	4,714	3½	—	—	4,714	496,694	497,884	—	—	Accounts to 31st January, 1908.
under "Caledonian."										
42,515	—	—	—	—	—	42,515*	42,515	—	—	Accounts to 29th February, 1908. * Excluding a loan of £23,000 granted by the Treasury free of interest.
145,327,184 45,205,295	1,295,993 —	— —	36,943,537 3,315,787	— —	38,239,530 3,315,787	183,566,714 48,521,082	182,680,443 48,282,262	865,701	2,808,819	TOTAL SCOTLAND.

No. 1.—AMOUNT OF CAPITAL, &c., u

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased are shown in the column headed "Increase of Capital." These amounts are, in all cases, the amounts actually paid up.

[illegible]

at December, 1907.—IRELAND.

ersion, consolidation, or division of their stocks are given in *italics* below the totals.
 e figures given in Roman type.

ITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total paid-up share capital.	£	Per cent.	£	Per cent.	£	£	£	£		
61,634	—	—	28,199	4	28,199	89,833	89,833	—	—	
71,331	3,788*	5	{ 138,000 220,666 }	{ 3 4 }	362,454	1,333,785	1,333,785	—	—	*Capitalised value of Land Rent-charges.
299,279	—	—	—	—	—	299,279	273,184	—	—	{ Line not open for public traffic on 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	{ No capital had been raised at 31st December, 1907.
136,200	—	—	75,630	4	75,630	211,830	211,830	—	—	
564,399	—	—	207,957	4	207,957	772,356	769,406	—	21,925*	{ In addition to the sums raised by the issue of Stocks and Shares, the Company has received a free grant of 15,000 <i>l.</i> from the Government towards the construction of the Bantry Bay Extension Line.
—	—	—	8,957	4	8,957	8,957	8,957	—	—	*Including a subscription of 3,375 <i>l.</i> to the Bantry Bay Steamship Company.
70,000	—	—	35,000	5	35,000	105,000	105,000	—	—	
40,000	—	—	20,000	4	20,000	60,000	60,000	—	—	*Baronial Guaranteed Shares.
80,000	—	—	40,000	4	40,000	120,000	120,000	—	—	*Baronial Guaranteed Shares.
226,340	65,000	4	{ 132,080 300 2,500 }	{ 4 4½ 4½ }	199,880	426,220	426,220	—	—	{ *Undivided Shares. †Preferred Shares. ‡Deferred Shares.
8,750	—	—	—	—	—	8,750	—	—	—	{ Line not opened for public traffic on 31st December, 1907.

December, 1907.—IRELAND—continued.

Conversion, consolidation, or division of their stocks are given in *italics* below the totals.
Figures given in Roman type.

PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Com- mittees.	To other Railway Com- panies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	Per cent.	£	Per cent.	£	£	£	£	£	£	
1,557	—	—	1,031,225	4	1,031,225	2,461,782	2,523,377	—	—	} * Nominal reduction of Capital
1,593*	—	—	77,998	4	77,998	61,595*	—	—	—	
1,000	—	—	128,830	4	128,830	428,830	428,830	—	—	
1,000	—	—	—	—	—	100,000	100,000	—	—	
1,000	300	Nil	61,000	3½	61,300	411,300	411,300	—	—	
1,500	—	—	—	—	—	387,500	383,900	—	—	{ *Borrowing powers (150,000 <i>l.</i>) transferred to the London and North-Western Company
1,673	—	—	2,247,762	4	2,247,762	8,543,435	8,459,164	103,500	301,279	
1,164	—	—	120,300	4	120,300	268,464	268,464	—	—	
1,804	—	—	3,974,834	4	3,974,834	13,392,638*	13,390,810	—	550,000	{ *A sum of 150,000 <i>l.</i> was received by this Company from the Government in respect of the Collooney and Claremorris lines.
1,480	—	—	—	—	—	27,480	27,480	—	—	
1,870	69,594	4	34,803	4	104,397	306,267	306,267	—	—	
1,850	15,000	5	—	—	15,000	58,850	58,850	—	—	

No. 1.—AMOUNT of CAPITAL, &c., upon t

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increas
These amounts are, in all cases, includ

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARES.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.		
Letterkenny - - - - -	Worked by the Londonderry and Lough Swilly.											
Limavady and Dungiven - - -	Undertaking vested in the "Midland" Railway Company under Act of 7 Edw. VII. ch. 130.											
Listowel and Ballybunion (Mono-rail) -	22,000	11,000	33,000	22,000	Nil	—	—	—	—	—	—	
Londonderry and Lough Swilly -	170,000	44,385	214,385	51,319	7	49,625	5	5	10,000	4	—	
Worked by the Londonderry and Lough Swilly. } Letterkenny - - - - -	150,000	123,000	273,000	57,155	Nil	—	—	—	—	—	—	
Midland Great Western of Ireland - (See also Ballinrobe and Claremorris, and Loughrea and Attymon, p. 44; and Achill Extension; Ballina and Killala; Galway and Clifden; and Westport and Mallaranny, p. 97.)	4,766,980	2,422,966	7,189,946	2,370,000	3½	1,042,390 300,000	4 5	4 5	452,236	4	—	
Midland (Irish Section) County Donegal Railways Joint Committee. (See also Donegal and Killybegs, and Stranorlar and Glenties, p. 97.)	389,000	251,000	640,000	33,001† 24,010†	2½ 2½	220,325	2½	2½	110,372	2½	2½	
Northern Counties Committee* -	4,155,000	1,514,000	5,669,000	56,180† 35,783†	2½ 2½	4,024,926	2½	2½	34,468	2½	2	
Mullingar, Kells, and Drogheda - -	350,000	175,000	525,000	2,100	Nil	—	—	—	—	—	—	
New Ross and Waterford Extension -	See under Dublin and South-Eastern.											
Parsonstown and Portumna Bridge -	85,000	21,600	106,600	—	—	—	—	—	—	—	—	
Sligo, Leitrim, and Northern Counties -	200,000	290,000	490,000	100,000	Nil	50,000	5	Nil	50,000	5	N	
Southern - - - - -	Worked by the Great Southern and Western.											
Strabane and Letterkenny - - -	140,000	65,000	205,000	120,296	Nil	—	—	—	16,991*	4	—	
Tralee and Fenit - - - - -	Worked by the Great Southern and Western.											
Waterford and Tramore - - -	58,000	19,350	77,350	48,000	5	10,000	5	5	—	—	—	
TOTAL - - -	34,808,310	15,556,245	50,364,555	15,373,625 139,810†	— —	9,947,798 6,527	— —	— —	4,982,421 141,854	— —	— —	

† Nominal reduction of capital.

31st December, 1907.—IRELAND—*continued*.conversion, consolidation, or division of their stocks are given in *italics* below the totals.
the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.	To other Railway Companies.	
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total paid-up stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	£	
22,000	11,000	5	—	—	11,000	33,000	33,000	—	—	
110,944	19,600	3½	17,750 6,400	3½ 4	43,750	154,694	154,694	—	—	
57,155	85,000 2,750	4 5	—	—	87,750	144,905	144,905	—	—	
164,626	—	—	1,376,927 769,339 201,700	4 4½ 4½	2,347,966	6,512,592	6,510,511	—	—	
387,708	—	—	250,744	2½	250,744	638,452	580,849	—	—	{ * Estimated Capital. † Preferred Stock. ‡ Deferred Stock.
151,357	—	—	1,512,658	2½	1,512,658	5,664,015	5,640,329	—	—	{ * Estimated Capital. † Preferred Stock. ‡ Deferred Stock.
2,100	—	—	—	—	—	2,100	2,100	—	—	{ Line not open for public traffic on 31st December, 1907.
—	—	—	—	—	—	—	—	—	—	{ The Line was taken possession of by a Creditor in January, 1879, and has been closed for traffic since that date.
200,000	—	—	{ 100,000 40,000 78,981* 67,800*	{ 3½ 4 1½ Nil	286,781	486,781	486,781	—	—	{ * The interest to which these debenture stocks are entitled is non-cumulative. Interest was paid at the rate of 1½ per cent. per annum on the sum of 78,981L. for the year 1907.
137,287	—	—	—	—	—	137,287	53,205	—	—	{ Line not open for public traffic on 31st December, 1907. * Baronial Guaranteed Shares
58,000	14,350	4	—	—	14,350	72,350	72,350	—	—	
1,303,844 8,671	286,382 —	— —	12,801,085 207,255	— —	13,087,467 207,255	43,391,311 215,826	43,244,294 277,421	103,500	873,204	TOTAL.

No. 1.—AMOUNT of CAPITAL, &c., upon

NOTE.—The amounts by which the Capitals of the various Companies have been *nominally* increased. These amounts are, in all cases, inclu

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SH.						
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.	
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.

LIGHT RAILWAYS AUTHORISED UNDER TH

	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.
Athenry and Tuam Extension to Claremorris	100,000	—	100,000	2,000	Nil.	—	—	—	98,000	4
Balliniscarthy and Timoleague Junction	See under Timoleague and Courtmacsherry Extension.									
Ballinrobe and Claremorris - - -	90,000	—	90,000	—	—	—	—	—	71,640	5
Bessbrook and Newry Tramway - - -	20,000	6,500	26,500	15,000	Nil	—	—	—	—	—
Bray and Enniskerry - - - - -	71,000	35,000	106,000	25,000	Nil	—	—	—	—	—
Carrickfergus Harbour Junction - -	7,500	5,000	12,500	730	Nil	—	—	—	6,500	5
Cavan and Leitrim (Limited) - - -	300,000	—	300,000	—	—	—	—	—	190,585	5
Clogher Valley - - - - -	150,000	—	150,000	—	—	—	—	—	123,310	5
Cork and Muskerry - - - - -	75,000	—	75,000	—	—	—	—	—	75,000	5
Donoughmore Extension - - - - -	35,000	—	35,000	3,000	Nil	—	—	—	30,000	4
Loughrea and Attymon - - - - -	70,000	—	70,000	—	—	—	—	—	54,445	5
Newry, Keady and Tynan - - - - -	150,000	75,000	225,000	—	—	—	—	—	—	—
Schull and Skibbereen Tramway and Light Railway	57,000	—	57,000	—	—	—	—	—	57,000	5
Schull and Skibbereen Tramway and Light Railway Extension	1,500	—	1,500	—	—	—	—	—	—	—
South Clare (Limited) - - - - -	Worked by the West Clare (Limited).									
Timoleague and Courtmacsherry Extension, and Balliniscarthy and Timoleague Junction.	35,000	—	35,000	—	—	—	—	—	35,000	5
Tralee and Dingle - - - - -	70,000	—	70,000	30,000	Nil	—	—	—	40,000	4
West Clare (Limited) - - - - -	180,000	—	180,000	16,500	Nil	—	—	—	163,500	4
Worked by the West Clare. } South Clare (Limited) - -	140,000	—	140,000	20,000	Nil	—	—	—	120,000	4
Wicklow Tramway - - - - -	Private undertaking.									
TOTAL - - - - -	1,552,000	121,500	1,673,500	112,230	—	—	—	—	1,064,980	—
GRAND TOTAL, IRELAND - - -	36,360,310	15,677,745	52,038,055	15,485,855	—	9,947,798	—	—	6,047,451	—
				139,810*	—	6,587	—	—	141,854	—

* Nominal reduction of capital.

31st December, 1907.—IRELAND—*continued*.

conversion, consolidation, or division of their stocks are given in *italics* below the totals.
in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.		REMARKS.	
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1907.	Total on 31st December, 1906.	To Joint Committees.		To other Railway Companies.
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
Total Paid-up Stock and Share Capital.										

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

£	£	Per cent.	£	Per cent.	£	£	£	£	£	
100,000	—	—	—	—	—	100,000	<i>100,000</i>	—	—	{ Line worked by the "Great Southern and Western."
71,640	—	—	—	—	—	71,640	<i>71,640</i>	—	—	{ Accounts to the 31st October, 1907. Line worked by the "Midland Great Western."
15,000	—	—	—	—	—	15,000	<i>15,000</i>	—	—	
25,000	—	—	—	—	—	25,000	<i>25,000</i>	—	—	{ Line authorised by the Bray and Enniskerry Light Railway Act, 1888. The Railway is partly constructed, but has not been opened for public traffic.
7,230	—	—	—	—	—	7,230	<i>7,230</i>	—	—	
190,585	—	—	—	—	—	190,585	<i>190,585</i>	—	—	{ Accounts to the 31st October, 1907.
123,310	—	—	—	—	—	123,310	<i>123,310</i>	—	—	{ Accounts to the 30th September, 1907.
75,000	—	—	—	—	—	75,000	<i>75,000</i>	—	—	
33,000	—	—	—	—	—	33,000	<i>33,000</i>	—	—	
54,445	—	—	—	—	—	54,445	<i>54,445</i>	—	—	{ Accounts to the 31st October, 1907. Line worked by the "Midland Great Western." Line authorised by the Newry, Keady & Tynan Light Railway Act, 1900. No Capital had been raised at 31st December, 1907.
57,000	—	—	—	—	—	57,000	<i>57,000</i>	—	—	
—	—	—	—	—	—	—	—	—	—	{ This capital was authorised in connection with an extension of the Schull and Skibbereen Tramway and Light Railway, but the cost of the extension was met out of the "Irish Distress Fund," which was raised by voluntary subscriptions, and no portion of the 1,500 <i>l.</i> , for which there is authority, has been raised.
35,000	—	—	—	—	—	35,000	<i>35,000</i>	—	—	
70,000	—	—	—	—	—	70,000	<i>70,000</i>	—	—	{ By Order in Council, 16th July, 1898, the Treasury redeemed their liability in respect of the dividend on the Guaranteed Capital by the payment of 80,000 <i>l.</i> The Guaranteed Capital of the Company was reduced by a like amount. Should the railway be closed for traffic at any time the baronies which, jointly with the Treasury, guaranteed the dividend will be liable to pay to the Crown an annual sum equal to 3 per cent. on the 80,000 <i>l.</i> , as long as the line remains closed.
180,000	—	—	—	—	—	180,000	<i>180,000</i>	—	—	{ Accounts to the 31st October, 1907.
140,000	—	—	—	—	—	140,000	<i>140,000</i>	—	—	{ Accounts to the 31st October, 1907.
1,177,210	—	—	—	—	—	1,177,210	<i>1,177,210</i>	—	—	TOTAL.
31,481,054 8,571	286,382 —	— —	12,801,085 207,255	— —	13,087,467 207,255	44,568,521 215,826	44,421,504 277,412	103,500	873,204	GRAND TOTAL, IRELAND.

RAILWAY RETURNS.—1907.

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

RETURN showing the LENGTH of LINE, NUMBER of PASSENGERS and QUANTITY of GOODS conveyed and the GROSS RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1907.

No. 2.—Length of Line, Traffic, Gross Receipts,
YEAR ENDED 31ST DECEMBER

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH, INCLUDING SIDINGS (ON EQUIVALENT OF SINGLE TRACK).	PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MIL TRAVELLED BY TRAINS.			
	Double or more.	Single.	TOTAL.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Season or Periodical Tickets — Equivalent Number in Annual Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.						
Alexandra (Newport and South Wales) Docks and Railway.	9	-	9	Miles 84	-	-	225,539	225,539	-	Tons. 6,868,011	Tons. 250,583	55,723	120,790	1
Baker Street and Waterloo	See pages 58-9 under Electric Railways.													
Bala and Festiniog	Worked by the Great Western.													
Barry (Including the "Vale of Glamorgan.")	64	2	66	286	21,381	140,115	1,800,170	2,961,666	1,187	10,340,418	563,545	494,417	1,068,809	15
Bideford, Westward Ho! and Appledore	-	5	5	6	802	-	128,978	129,780	2	216	-	38,762	-	(a)
Birkenhead	Leased jointly to the Great Western and London and North-Western.													
Bishop's Castle	-	10	10	11	262	5,157	24,970	30,389	-	6,611	6,039	Mixed.	-	5
Blackpool and Fleetwood Tramroad (Electric)	See pages 58-9 under Electric Railways.													
Bradford Corporation (Nidd Valley Light) (for the period from 12th September, 1907, to 31st March, 1908 (c).)	1	6	7	8	283	-	21,772	22,055	1	605	884	8,256	50	
Brecon and Merthyr Tydfil Junction - (Including part of the "Brecon and Merthyr and London and North-Western" Joint)	27	32	59	107	5,047	16,369	833,128	854,544	181	8,920,766	170,295	219,128	302,140	5
Bridgewater	Worked by the Somerset and Dorset Joint Committee													
Brighton and Dyke	Worked by the London, Brighton, and South Coast.													
Budleigh Salterton	Leased to the London and South-Western.													
Burry Port and Gwendreath Valley	-	21	21	30	-	-	-	-	-	548,820	-	-	44,784	
Cambrian (Including the Nantmawr Branch of the "Shropshire," the "Tanat Valley Light," the "Welshpool and Llanfair Light," the "Wrexham and Ellesmere," and the "Van.")	9	267	276	368	41,078	106,426	2,483,419	2,631,523	622	541,379	195,179	1,207,916	518,628	17
Cannock Chase and Wolverhampton	-	6	6	7	-	-	-	-	-	519,351	-	-	-	
Cardiff	2	1	3	101	-	-	-	-	-	1,507,988	1,374,393	-	-	
Central London (Electric)	See pages 58-9 under Electric Railways.													
Charing Cross, Euston and Hampstead (Electric)	See pages 58-9 under Electric Railways.													
Charmwood Forest	Worked by the London and North-Western.													
Cheshire Lines Committee (Including the "Southport and Cheshire Lines Extension.")	124	18	142	416	506,160	-	10,039,512	10,545,672	17,812	4,611,085	3,003,879	2,776,026	1,912,596	49
City and South London (Electric)	See pages 58-9 under Electric Railways.													
Cleator and Workington Junction	12	18	30	59	759	-	135,303	136,062	145	1,707,921	211,426	35,633	187,887	2
Cockermouth, Keswick, and Penrith	10	21	31	49	7,520	24,602	441,393	473,515	280	252,128	51,284	142,819	92,667	21
Cole Valley and Halstead	-	19	19	25	4,106	-	217,647	221,758	91	57,823	47,879	53,787	28,008	
Corringham Light	-	3	3	3	465	-	3,550	4,015	74	316	1,630	9,816	1,384	
Corris	-	16	16	11	1,193	-	52,969	54,162	20	6,318	2,356	16,199	7,300	
Deerne Valley	3	11	14	23	-	-	-	-	-	912,093	8,718	-	85,583	
Deptford Foreign Cattle Market Railway	See under "London Corporation."													
Didcot, Newbury and Southampton	Worked by the Great Western and London and South-Western.													
Dover and Deal Committee	9	-	9	21	10,650	39,897	393,224	443,771	44	91,631	20,174	120,540	10,120	1
Dowls (Including the "Dowls Extension.")	2	-	2	4	No public traffic.	The line is private property.								
Easingwold	-	2	2	3	808	34,806	3,723	99,427	32	12,068	10,753	Mixed.	-	
East and West Junction	Worked by the East and West Junction and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee													
East and West Junction and Stratford-upon-Avon, Worcester and Midland Junction Joint Com- mittee (Including the "Evesham, Redditch, and Stratford-upon-Avon Junction.")	2	50	52	58	5,932	-	205,303	211,235	35	197,225	107,872	162,657	186,767	34
(a) Including 90 miles run by Mixed Trains.														
(b) Including 101½ for Special Trains.														
(c) Line opened for public traffic on 12th September, 1907.														

LAND AND WALES, in 1907.

† WHERE OTHERWISE STATED.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS: RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
—	2,520	—	2,520	—	—	2,520	5,548	—	50,533	56,081	200,126	3,885	262,612	Alexandra (Newport and South Wales) Docks and Railway.
3,259	46,189	3,677	53,816	3,584	250	57,650	34,566	485	279,592	314,643	391,711	7,119	771,123	Baker Street and Waterloo.
—	1,558	5	1,583	39	—	1,622	—	—	13	13	—	52	1,687	Bala and Festiniog.
311	965	—	1,301	390	12	1,703	1,393	99	658	2,150	—	222	4,075	Barry.
—	395	2	409	38	—	447	—	—	—	290	—	—	737	Bideford, Westward Ho! and Appledore.
1,125	25,015	408	27,070	3,163	34	30,267	19,184	1,567	68,678	89,429	—	5,546	125,242	Birkenhead.
—	—	—	—	—	—	—	—	—	17,626	17,626	7,050	307	24,983	Bishop's Castle.
10,016	121,524	3,290	139,479	28,554	14,750	182,783	71,515	13,527	59,875	144,917	—	8,374	336,074	Blackpool and Fleetwood Tramroad (Electric).
—	—	—	—	—	—	—	—	—	4,262	4,262	—	—	4,262	Bradford Corporation (Nidd Valley Light).
—	—	—	—	—	—	—	24,192	—	28,468	52,660	419,908	14,951	487,519	Brecon and Merthyr Tydfil Junction.
—	289,780	64,344	377,823	64,669	670	443,162	527,963	8,849	113,129	649,941	—	33,697	1,126,800	Bridgwater.
—	2,084	462	2,526	237	—	2,763	13,122	3	56,021	69,146	—	989	72,848	Brighton and Dyke.
1,446	16,008	1,110	19,493	2,629	506	22,628	7,360	738	17,906	26,004	—	699	49,331	Budleigh Salterton.
—	4,305	250	4,752	1,228	65	6,045	7,007	182	3,469	10,658	—	1,228	17,931	Burry Port and Gwendreath Valley.
—	23	259	388	—	—	388	1,795	—	16	1,811	—	30	2,229	Cambrian.
—	797	53	886	114	55	1,057	347	—	753	1,100	—	351	2,508	Cannock Chase and Wolverhampton.
—	—	—	—	—	—	—	979	—	20,850	21,829	—	656	22,486	Cardiff.
1,282	8,825	540	11,136	785	90	12,011	940	45	3,273	3,258	—	631	15,900	Central London (Electric).
532	41	30	625	170	25	820	954	44	254	1,252	—	75	2,147	Charing Cross, Euston and Hampstead (Electric).
—	6,726	126	7,547	1,871	40	9,458	17,416	972	9,642	28,030	—	253	37,741	Charmwood Forest.
														Cheshire Lines Committee.
														City and South London (Electric).
														Cleator and Workington Junction.
														Cockermouth, Keswick, and Penrith.
														Colne Valley and Halstead.
														Corringham Light.
														Corris.
														Dearne Valley.
														Deptford Foreign Cattle Market Railway.
														Didcot, Newbury and Southampton.
														Dover and Deal Committee.
														Dowlais.
														Easingwold.
														East and West Junction.
														East and West Junction and Stratford-upon-Avon, Towcester and Midland Junction Joint Committee.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH, INCLUDING SIDINGS (IN EQUIVALENT OF SINGLE TRACK).	PASSENGER TRAFFIC.				Season or Periodical Tickets—Equivalent number in Annual Tickets.	GOODS TRAFFIC.		NUMBER OF TRAVELLING TRAINS.	
	Double or more.	Single.	TOTAL.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).					Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.					
				Miles						Tons.	Tons.		
East and West Yorkshire Union	5	4	9	19	—	—	—	—	—	940,142	15,174	—	39,46
East Cornwall Mineral (a) (Calstock to Callington)	—	7	7	8	—	—	—	—	—	48,962	11,389	—	14,41
East Lincolnshire	Leased to the Great Northern.												
East London (Joint Committee)	6	1	7	13	53,555	145,631	5,007,262	5,296,448	548	211,420	106,345	297,365	28,45
Easton and Church Hope	Worked by the Great Western and London and South-Western												
Evesham, Redditch, and Stratford-upon-Avon Junction	Worked by the East and West Junction and Stratford-upon-Avon, Worcester, and Midland Junction Joint Co												
Exeter	Worked by the Great Western.												
Exmouth Docks and Railway	Short line worked by the London and South-Western												
Felixstowe Dock and Railway	Branch line worked by the Great Eastern												
Festiniog	2	12	14	22	1,356	2,801	121,185	125,342	189	102,006	4,146	50,966	52,151
Forcett	—	5	5	6	—	—	—	—	—	171,959	4,174	—	5,891
Forest of Dean Central	Worked by the Great Western.												
Freshwater, Yarmouth, and Newport	Worked by the Isle of Wight Central.												
Furness (Including half the "Whitehaven, Cleator, and Egremont" Joint Line.)	86	48	134	309	48,407	22,055	2,853,813	2,924,275	1,594	3,660,604	622,178	743,404(b)	688,02
Garstang and Knot End	—	7	7	8	638	—	35,266	35,904	14	16,640	12,414	Mixed.	
Glyn Valley Tramway	—	9	9	12	414	—	33,137	33,551	8	44,092	809	Mixed.	
Gorsedda Junction and Portmadoc	This line is not working and no returns are available												
Great Central (Including the Sheffield District, half the "Great Central and Midland"; half the "West Riding and Grimsby"; and half the "Metropolitan and Great Central Joint Line.")	699	89	688	1,964	422,819	—	22,537,627	22,960,446	28,616	26,430,640	5,437,563	3,102,525	8,881,3
Great Central and Midland Joint Committee	Included in the returns of the Great Central and Midland Railway Companies.												
Great Central and North Staffordshire Joint Committee.	11	—	11	26	3,493	—	594,462	597,955	318	295,321	182,169	76,205	65,83
Great Eastern (c) (Including the "London and Blackwall," half the "Great Northern and Great Eastern" and "Norfolk and Suffolk" Joint Lines, and part of the "Tottenham and Hampstead Junction" Joint Line.)	668	465	1,133	2,581	1,617,733	3,054,695	98,702,500	103,374,928	52,244	7,505,755	5,501,417	13,462,456	8,262,71
Great Northern (Including the "East Lincolnshire," "Holme and Ramsey," (d) "Horncastle," "Louth and East Coast," "Mansel Hill and Palace," "Nottingham and Grantham," "Nottingham Suburban," "Stamford and Essendine." Also part of the "Great Northern and Great Eastern," "Great Northern and London and North-Western," "Hallifax and Ovenden," "South Yorkshire," and "West Riding and Grimsby" Joint Lines.)	658	191	849	2,628	836,819	889,220	37,486,557	39,212,596	50,568	16,242,446	4,853,065	13,188,730	10,413,8
Great Northern and City (Electric)	See pages 58-9 under Electric Railways.												
Great Northern, Piccadilly and Brompton (Electric)	See pages 58-9 under Electric Railways.												
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North-Eastern.												
Great Western (Including the "Bala and Festiniog," "Didcot, Newbury, and Southampton" (except Shawford Junction Line), "Exeter," "Forest of Dean Central," "Manchester and Milford," "Princetown," "Rhonda and Swansea Bay," "Ross and Monmouth," "Teign Valley," "West Cornwall," and "West Somerset." Also jointly with other Companies, the "Birkenhead," "Brynmawr and Western Valleys," "Clifton Extension," "Easton and Church Hope," "Great Western and Great Central," "Halesowen," "Hammersmith and City," "Quaker's Yard and Merthyr," "Severn and Wye and Severn Bridge," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Taft Bargoed," "Tenbury," "Vale of Towy," "Victoria Station and Pimlico," "West London," "Weymouth and Portland," and "Wrexham and Miners Extension.")	1,551	1,328	2,879	6,225	1,618,161	4,465,486	92,297,853	98,381,490	37,849	41,610,812	3,281,325	31,041,924	20,128,04

a The line is the property of the Plymouth, Devonport, and South-Western Junction Railway Company, and is worked by that Company.

b Including 5,690 miles run by rail motor car.

c A short line, 1 mile 61 chains in length, belonging to the London and India Docks Company, runs from the North Woolwich Branch of the Great Railway to Gallions. Passengers and parcels, which constitute the traffic on this line, are carried in the trains of the Great Eastern Railway Company. The total of the Docks Company from the railway in the year 1907 were £4,866, and the expenditure, so far as it can be separated from the Dock expenditure, was £5,460.

d The Holme and Ramsey line is the property of the "Great Eastern" Company, but is worked by the "Great Northern" under lease.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS : RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.			Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.					
3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.												
	£	£	£	£	£	£	£	£	£	£	£	£	£	
	—	—	—	—	—	—	1,774	—	20,728	22,502	—	1,075	23,577	East and West Yorkshire Union.
	—	—	—	—	—	—	1,231	—	2,189	3,420	—	224	3,644	East Cornwall Mineral (a). (Calstock to Callington). East Lincolnshire.
3,344	28,537	1,507	32,153	1,123	—	33,279	5,993	264	5,811	12,068	—	1,776	47,123	East London (Joint Committee). Easton and Church Hope. Evesham, Redditch, and Stratford-upon-Avon Junction. Exeter.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Exmouth Docks and Railway.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Felixstowe Dock and Railway.
203	3,536	996	4,860	104	30	4,994	1,541	—	6,404	7,945	—	374	13,313	Festiniog.
—	—	—	—	—	—	—	251	—	5,546	5,797	—	223	6,020	Forcett.
														Forest of Dean Central.
														Freshwater, Yarmouth, and Newport.
487	100,371	8,085	114,335	18,197	7,062	130,594	122,746	4,039	243,999	370,784	46,994	25,721	583,093	Furness.
—	645	30	705	186	10	901	1,506	—	657	2,163	—	305	3,369	Garstang and Knot End.
—	764	4	789	—	80	809	324	—	2,423	2,747	—	52	3,608	Glyn Valley Tramway.
—	783,478	96,496	929,653	338,210	7,045	1,274,908	1,143,310	21,157	1,886,326	3,050,793	234,162	257,092	4,816,955	Gorsedda Junction and Portmadoc. Great Central.
—	7,714	574	8,389	1,937	17	10,343	13,234	99	9,536	22,869	—	242	33,454	Great Central and Midland Joint Committee. Great Central and North Staffordshire Joint Committee
3,653	2,084,789	410,489	2,697,331	360,067	31,350	3,088,748	1,420,700	78,370	955,832	2,454,958	293,145	327,477	6,164,328	Great Eastern (c).
5,835	1,419,605	248,625	1,850,768	418,790	38,892	2,317,440	1,590,653	48,253	1,671,077	3,309,983	7,125	267,269	5,901,823	Great Northern.
														Great Northern and City (Electric). Great Northern, Piccadilly and Brompton (Electric). Great North of England, Clarence, and Hartlepool Junction.
69,157	3,859,523	246,373	5,008,497	1,122,123	160,446	6,297,090	3,110,637	149,631	3,525,897	6,792,165	157,727	198,269	13,445,227	Great Western.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.	
	Double or more.	Single.	TOTAL.	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Season or Periodical Tickets—Equivalent number in Annual Tickets.		Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
				1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.						
Gwendraeth Valleys - - - - -	-	3	3	Miles 5	-	-	-	-	-	Tons. 92,175	Tons. 1,655	-	5,980
Halifax and Ovenden - - - - -	Included in the returns of the Great Northern and Lancashire and Yorkshire.												
Hammermith and City Junction - - - - -	Worked jointly by the Great Western and Metropolitan.												
Harborne - - - - -	Worked by the London and North-Western.												
Hayling Railways - - - - -	Leased to the London, Brighton, and South Coast.												
Horncastle - - - - -	Worked by the Great Northern.												
Hull and Barnsley (Including the "South Yorkshire Junction.")	73	14	87	275	7,496	-	546,432	553,928	167	3,508,582	817,960	514,315	1,577,331
Ile of Wight - - - - -	1	13	14	19	48,208	223,958	705,352	977,518	210	56,360	8,234	136,633	16,241
Ile of Wight Central (Including the "Freshwater, Yarmouth, and Newport," and "Newport, Godshill, and St. Lawrence.")	-	41	41	47	38,542	207,084	758,118	908,744	342	126,053	60,758	227,174	50,007
Kent and East Sussex Light Headcorn Extension - - - - -	-	24	24	26	2,614	-	83,511	86,125	3	14,290	10,492	-	10,925
King's Lynn Docks and Railway - - - - -	-	-	-	-	-	-	-	-	-	-	-	-	5,409
Lancashire and Yorkshire (Including the "Liverpool, Southport, and Preston Junction," and the "West Lancashire." Also part of the "Axholme," "Halifax and Ovenden," "North Union," "Preston and Longridge," and "Preston and Wyre" Joint Lines.)	544	41	585	2,144	1,177,058	3,508,486	54,801,470	50,487,014	53,515	18,777,318	7,423,461	13,424,842	5,616,081
Lee-on-the-Solent - - - - -	-	3	3	3	151	1,332	46,962	48,445	-	1,136	197	14,934	-
Leek and Manifold Valley Light - - - - -	Worked by the North Staffordshire.												
Liskeard and Caradon - - - - -	Worked by the Liskeard and Looe.												
Liskeard and Looe (Including the "Liskeard and Caradon.")	-	20	20	21	510	2,636	67,508	70,654	32	15,889	5,558	83,798	12,024
Liverpool Overhead (Electric) - - - - -	See pages 58-9 under Electric Railways.												
Liverpool, Southport, and Preston Junction - - - - -	Undertaking incorporated in the Lancashire and Yorkshire Company.												
Llanelli and Mynydd Mawr (Return for the year ending 31st October 1907).	-	12	12	15	-	-	-	-	-	176,356	11,133	-	37,266
London and Blackwall - - - - -	Leased to the Great Eastern.												
London and Greenwich - - - - -	Worked by the South-Eastern and Chatham Railway Companies Managing Committee.												
London and North-Western (Including the "Charnwood Forest," "Harborne," "Mold and Denbigh Junction," and "Shropshire Union." Also part of the "Ashby and Nuneaton," "Birkenhead and Branches," "Brecon and Merthyr and London and North-Western Joint," "Great Northern and London and North-Western Joint," "North Union," "Preston and Longridge," "Preston and Wyre," "Rhymney and Nantybwy," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," "Vale of Towy," "West London," "West London Extension," "Whitehaven, Cleator, and Egremont," and "Wrexham and Minera Extension.")	1,529	418	1,947	5,391	1,480,116	4,702,300	70,876,203	77,058,619	64,703	44,322,200	10,668,090	30,063,319	20,303,042
London and South-Western (Including the "Budleigh Salterton," "North Cornwall," "Plymouth, Devonport, and South-Western Junction," "Turnchapel Branch of the "Plymouth and Dartmoor," "Salisbury Railway and Market House," "Sidmouth," "Shawford Junction Line" (part of the Didcot, Newbury, and Southampton Railway), and "Stonehouse Pool Improvement." Also half of the "Easton and Church Hope," and the "Weymouth and Portland," and part of the "West London Extension.") Exclusive of the "Waterloo and City" Line, for which see pages 58-9 under Electric Railways.	642	319	961	2,185	2,197,330	3,275,649	57,926,568	63,390,547	24,107	4,125,476	2,487,133	15,364,143 (c)	4,400,619
London, Brighton, and South Coast (Including the "Brighton and Dyke," and "Hayling Railways." Also part of the "Croydon and Oxted," "West London Extension" and "Woodside and South Croydon.")	352	102	454	1,166	1,388,473	3,471,667	43,533,157 (d)	48,393,297	31,976	3,085,291	1,445,818	9,635,195	1,962,700

a Including 37,636 miles run by mixed trains.
b " 18,818 " " " "

c Includes 465,908 miles run by Rail Motor Cars.
d " 1,062,124 passengers by Rail Motor Service.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				Receipts from Steamboats, Canals, Harbours, Docks, &c.	MISCELLANEOUS; RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
—	—	—	—	—	—	—	41	—	1,994	2,035	—	—	2,035	Gwendraeth Valleys.
														Halifax and Ovensden.
														Hammersmith and City Junction.
														Harborne.
														Hayling Railways.
														Horneastle.
—	17,632	980	19,073	9,839	152	29,064	202,910	978	300,157	504,045	105,904	18,041	657,054	Hull and Barnsley.
7,721	16,566	886	27,816	3,845	737	32,398	1,734	57	3,675	5,466	529	6,466	44,859	Isle of Wight.
8,207	17,229	1,573	29,154	3,081	224	32,459	6,360	—	6,204	12,564	—	4,070	49,093	Isle of Wight Central.
—	2,404	10	2,594	—	16	2,610	2,219	53	826	3,098	—	265	5,973	Kent and East Sussex Light
—	769	4	833	—	—	833	581	9	477	1,067	—	28	1,928	Headcorn Extension.
—	—	—	—	—	—	—	—	—	—	—	50,124	—	50,124	King's Lynn Docks and Railway.
39,522	1,637,947	360,530	2,242,760	272,583	23,231	2,538,583	2,039,080	42,294	1,327,348	3,408,722	436,690	190,014	6,574,009	Lancashire and Yorkshire.
33	558	—	597	52	15	664	52	—	39	91	—	12	767	Lee-on-the-Solent.
														Leek and Manifold Valley Light.
														Liskeard and Caradon.
160	2,253	109	2,570	438	73	3,081	1,000	43	1,615	2,658	—	758	6,497	Liskeard and Looe.
—	—	—	—	—	—	—	1,345	—	7,350	8,695	—	—	8,695	Liverpool Overhead (Electric).
														Liverpool, Southport, and Preston Junction.
														Llanelli and Mynydd Mawr.
														London and Blackwall.
														London and Greenwich
531,765	3,531,366	474,963	5,047,412	1,170,124	215,943	6,413,509	6,074,127	219,511	3,680,839	8,974,477	232,774	280,068	15,990,828	London and North-Western.
344,156	1,014,594	275,921	2,790,673	488,251	55,317	3,334,246	985,904	44,324	459,233	1,489,461	513,498	136,336	5,473,541	London and South-Western.
296,715	1,283,672	313,249	2,077,394	226,249	17,901	2,321,544	499,641	12,293	343,759	855,693	136,925	146,919	3,461,081	London, Brighton, and South Coast.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH, INCLUDING SIDINGS (IN EQUIVALENT OF SINGLE TRACK)	PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.			
	Double or more.	Single.	Total.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.		
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	Total.						
				Miles.					Tons.	Tons.				
London, Chatham, and Dover	Line worked by the South-Eastern and Chatham Railway Companies Managing Committee.													
London Corporation (Foreign Cattle Market, Deptford Railway)	—	—	a	—	—	—	—	—	—	112	—	41		
London, Tilbury, and Southend	66	13	79	202	324,656	—	28,052,730	28,377,386	8,320	499,848	461,209	1,461,799	278,249	1,7
Louth and East Coast	Leased to the Great Northern.													
Lynton and Barnstaple	—	19	19	21	7,735	—	93,127	100,862	2	2,420	4,577	Mixed.		
Macclesfield Committee	Name of Committee changed to "Great Central and North Staffordshire" under Act of 7 Edw. VII., c. 78.													
Manchester and Milford	Leased to the Great Western.													
Manchester Ship Canal and Railway (Including the "Trafford Park.")	12	32	44	148	—	—	—	—	2,130,521b	1,317,626b	—	67,442		
Manchester, South Junction, and Altrincham	9	1	10	36	175,487	213,381	3,463,689	3,852,567	7,642	1,872,943	1,150,540	286,981	13,205	3
Maryport and Carlisle	29	14	43	99	7,239	65,044	532,647	604,930	640	1,165,651	176,743	194,236	311,817	5
Mawddwy	—	7	7	7	—	—	—	—	2,760	1,720	—	4,846		
Mersey (Electric)	See pages 58-9 under Electric Railways.													
Methley Joint Railway	6	—	6	14	2,589	—	296,984	299,573	90	506,373	256,592	40,458	(c)	
Metropolitan	See pages 58-9 under Electric Railways.													
Metropolitan and Great Central Joint Committee (Including the "Oxford and Aylesbury" Tram- road.)	Included in the returns of the Metropolitan and Great Central Companies.													
Metropolitan District	See pages 58-9 under Electric Railways.													
Metropolitan and Metropolitan District City Lines and Extensions	See pages 58-9 under Electric Railways.													
Mid Kent (Bromley to St. Mary Cray)	Worked by the South-Eastern and Chatham Railway Companies Managing Committee.													
Midland (h) (Including the "Furness and Midland" Joint Line, "Tottenham and Forest Gate," and "Yorkshire Dales.") Also half the "Ashby and Nuneaton," "Clifton Extension," "Great Central and Midland," the "Great Western and Midland" from Malvern Wells to Malvern Link, "Midland and North-Eastern Committee," "Otley and Ilkley," "Severn and Wye, and Severn Bridge"; and part of the "Halesowen" and of the "South Yorkshire" and "Totten- ham and Hampstead Junction" Joint Lines.	1,140	378	1,518	4,770	1,098,487	—	52,061,501	53,169,988	49,944	40,518,789	9,305,704	23,868,231	27,523,033	50,5
Midland and Great Northern Railways Joint Com- mittee. (Including half the "Norfolk and Suffolk" Joint Line.)	79	115	194	337	25,973	—	1,846,020	1,871,993	472	1,029,746	516,207	1,062,836	842,936	1,9
Midland and North-Eastern Committee (Swinton to Knottingley).	Included in the returns of the Midland and North-Eastern Companies.													
Midland and South-Western Junction (Including the "Ludgershall and Tidworth.")	35	30	65	115	15,288	—	596,318	611,606	159	124,516	102,591	433,656	234,573	691
Mid Suffolk Light (f)	—	21	21	22	—	—	—	—	14,354	13,317	—	15,185		
Milford Haven Dock and Railway (Return for the Year ending 30th September, 1907.)	—	1	1	2	—	—	—	—	7,657	3,208	—	—		
Mold and Denbigh Junction	Worked by the London and North-Western.													
Mumbles Railway and Pier	Worked by the Swansea Improvements and Tramways Company.													
Muswell Hill and Palace	Worked by the Great Northern.													
Neath and Brecon	3	37	40	52	3,305	3,359	806,730	813,394	2,941	1,085,988	86,047	40,840	67,522	108
Newport, Godshill and St. Lawrence	Worked by the Isle of Wight Central.													
Northampton and Banbury Junction	—	15	15	16	1,680	4,416	119,554	125,650	2	78,594	167,388	30,658	13,640	
North and South-Western Junction (This line is worked by a Joint Committee of the London and North-Western, Midland and North London Railway Companies.)	4	1	5	17	2,532	22,268	386,727	411,527	15	155	62	—	—	
North Cornwall	Worked by the London and South-Western.													
North-Eastern (Including the "Great North of England, Clarence, and Hartlepool Junction," and the "Scarborough, Bridlington, and West Riding Junction.") Also half the "Midland and North-Eastern Committee"; and part of the "Axholme" "Otley and Ilkley" and "South Yorkshire" Joint Lines.)	1,191	504	1,695	4,682	1,290,026	—	58,473,570	59,764,190	29,622	49,695,440	15,092,150	16,997,857	12,937,650	29,9
North London	12	—	12	69	431,477	2,031,085	27,688,392	30,150,954	24,817	1,602,227	1,826,867	1,890,165	329,989	2,2

a This is a single line, the total length being 2 furlongs 2 chains only. b In addition to the traffic on the Canal, amounting to 3,593,686 tons of mine and 4,143,017 tons of general merchandise, on which dues, tolls, and wharfage were paid to the Company, a very large traffic, of which no returns are made, passed along the Canal in pursuance of various sections embodied in the Manchester Ship Canal Company's Act of Parliament. c The goods traffic is carried by trains of the Companies using the line. d Debit representing the amount by which the cost of repairs to rental property exceeded the rents receivable by Committee. e Including 22,775 miles run by mixed trains. f This line was still under construction and had not been formally opened at 31st December. The figures given relate to a temporary working for goods traffic upon the 21 miles of the line sufficiently completed for such traffic. g Exclusive of the traffic receipts of the County Donegal Joint Committee and the Northern Counties Committee, for which see pages 62-3.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.								RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	TOLLS, MISCELLANEOUS: RENTS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.					
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.												
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
—	—	—	—	—	—	—	16	—	—	16	—	—	16	—	London, Chatham, and Dover.
—	289,063	79,412	387,831	21,676	884	410,891	97,761	370	27,712	125,843	12,087	23,889	573,210	16	London Corporation (Foreign Cattle Market, Deptford Railway), London, Tilbury, and South-end, Louth and East Coast.
—	5,038	10	5,023	796	365	7,084	1,408	—	486	1,889	—	160	9,133	—	Lynton and Barnstaple.
—	—	—	—	—	—	—	73,166	56	36,206	109,428	767,765	61,681	938,874	—	Macclesfield Committee.
4,641	44,478	40,219	94,555	7,158	249	101,962	20,439	608	17,625	38,672	—	6,108	146,742	—	Manchester and Milford.
4,186	23,231	3,242	31,559	5,354	1,116	38,029	20,118	3,659	65,565	89,345	—	1,944	129,318	—	Manchester Ship Canal and Railway, Manchester, South Junction, and Altrincham, Maryport and Carlisle.
—	—	—	—	—	82	82	397	—	196	593	—	50	725	—	Mawddwy.
—	2,935	161	3,150	251	—	3,401	3,692	27	6,364	10,083	—	Dr. 21(d)	13,463	—	Mersey (Electric).
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Methley Joint Railway.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Metropolitan.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Metropolitan and Great Central Joint Committee.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Metropolitan District.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Metropolitan and Metropolitan District City Lines and Extensions, Mid Kent (Bromley to St. Mary Cray).
—	2,639,269	309,478	3,171,590	789,849	79,253	4,040,692	3,610,472	109,850	4,771,097	8,491,419	104,584	846,438	13,483,133	—	Midland.
—	93,119	2,605	100,387	26,194	411	126,992	138,814	13,732	62,477	215,023	—	3,761	345,776	—	Midland and Great Northern Railways Joint Committee.
—	30,581	795	33,305	12,331	259	45,805	26,626	2,340	12,437	41,403	—	790	88,088	—	Midland and North-Eastern Committee (Swinton to Knottingley), Midland and South-Western Junction.
—	—	—	—	—	—	—	1,948	274	923	3,145	—	9	3,154	—	Mid Suffolk Light. (f).
—	—	—	—	—	—	—	358	—	165	523	—	466	980	—	Milford Haven Dock and Railway, Mold and Denbigh Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Mumbles Railway and Pier.
136	11,485	4,663	16,585	1,543	150	18,278	10,459	341	44,339	55,139	—	52	73,469	—	Muswell Hill and Palace.
136	2,612	7	2,850	587	25	3,471	3,357	418	1,526	5,331	—	206	9,008	—	Neath and Brecon.
121	1,377	17	1,584	29	—	1,563	6	—	7	13	—	1,517	3,093	—	Newport, Godshill and St. Lawrence.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Northampton and Banbury Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	North and South-Western Junction.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	North Cornwall.
—	2,223,863	249,726	2,664,585	507,034	70,373	3,241,992	3,238,344	108,299	3,626,017	6,972,660	191,832	194,713	10,601,197	—	North-Eastern.
21,616	164,388	58,935	251,927	10,720	10	262,357	132,191	1,595	64,153	197,939	—	34,345	494,641	—	North London.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31st December, 1907.				PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELED BY TRAINS.	
	Double or more.	Single.	TOTAL.	TOTAL LENGTH, INCLUDING SIDINGS, (IN EQUIVALENT OF SINGLE TRACK.)	NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Season or Periodical Tickets Equivalent number in Annual Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.					
North Staffordshire (Including the Leek and Manifold Valley (Light))	156	58	214	493	89,224	531,986	6,170,805	6,792,015	5,274	5,456,903	1,623,296	(a)	1,251,438
North Sunderland (Light)	—	4	4	4	763	21,835	2,639	25,237	3	3,765	4,162	Mixed.	—
North Wales Narrow Gauge	1	12	13	15	497	—	44,141	44,638	24	18,235	799	Mixed.	—
Nottingham and Grantham Railway and Canal	Leased to the Great Northern.												
Nottingham Suburban	Worked by the Great Northern.												
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	6	—	6	24	8,883	33,712	1,009,138	1,051,733	1,207	303,019	187,082	142,397	38,006
Oxford and Aylesbury Tramroad	Worked by the Metropolitan and Great Central Joint Committee.												
Penarth Extension	Leased to the Taff Vale.												
Penarth Harbour, Dock, and Railway	Leased to the Taff Vale.												
Plymouth and Dartmoor (e)	—	11	11	11	—	—	—	—	—	76,603	—	—	—
Plymouth, Devonport, and South-Western Junction	Worked by the London and South-Western.												
Portmadoc, Beddgelert, and South Snowdon (f)	—	5	5	5	—	—	—	—	—	7,195	—	(b)	—
Port Talbot Railway and Docks	5	32	37	79	—	646	223,454	224,100	1,124(c)	2,799,935	9,866	76,481	126,032
Princetown	Worked by the Great Western.												
Ravenglass and Eskdale	—	7	7	7	702	—	28,880	29,582	4	796	527	16,070	—
Redruth and Chasewater	—	10	10	11	—	—	—	—	—	22,417	961	—	9,702
Rhondda and Swansea Bay	Worked by the Great Western.												
Rhymney (Including part of the "Quaker's Yard and Merthyr," "Rhymney and Nantybwlch," and "Taff Bargoed" Joint Lines.)	41	10	51	149	10,911	76,673	3,106,703	3,194,287	1,181	9,486,745	243,065	336,894	1,290,828
Ross and Monmouth	Worked by the Great Western.												
Rowrah and Kelton Fell Mineral	—	3	3	4	—	—	—	—	—	121,749	—	—	4,062
St. Austell and Pentewan Railway, Harbour, and Dock (Return for the year ending 29th September, 1907.)	—	4	4	4	—	—	—	—	—	19,594	1,769	—	4,420
Salisbury Railway and Market House	Worked by the London and South-Western.												
Saundersfoot Railway and Harbour	—	4	4	4	—	—	—	—	—	17,506	—	—	—
Scarborough, Bridlington, and West Riding Junction	Worked by the North-Eastern.												
Sheffield District	Worked by the Great Central.												
Shrewsbury and Hereford	Leased to the Great Western and London and North-Western.												
Shropshire Union Railways and Canal	Leased to the London and North-Western.												
Sidmouth	Worked by the London and South-Western.												
Smallbeach District	—	3	3	3	—	—	—	—	—	32,897	708	—	9,640
Somerset and Dorset (Return for the Year ending 31st October, 1907.) (Including the "Bridgwater." The lines are worked by a Joint Committee of the "Lon- don and South-Western" and "Midland" Companies.)	44	57	101	175	23,735	—	1,249,323	1,273,058	463	581,811	304,072	754,531	602,532
South-Eastern	Line worked by the South-Eastern and Chatham Railway Companies Managing Committee.												
South-Eastern and Chatham Railway Companies Managing Committee. (Including the "London and Greenwich," and "Mid-Kent (Bromley to St. Mary Cray)." Also part of the "Croydon and Oxted" and "Woodside and South Croydon" joint lines, and of the "Victoria Station and Pimlico.")	555	74	629	1,583	1,839,808	4,526,951	56,981,959	63,348,718	38,739	4,158,811	1,845,157	12,094,239	3,110,687
Southport and Cheshire Lines Extension	Worked by the Cheshire Lines Committee.												
South Wales Mineral (Return for the year ending 30th September, 1907.)	—	13	13	17	—	—	—	—	—	198,132	9,892	—	66,150
Southwold	—	9	9	10	3,085	—	95,036	98,121	2	8,846	5,236	Mixed.	—
South Yorkshire Junction	Worked by the Hull and Barnsley.												
Stamford and Essendine	Worked by the Great Northern.												
Stocksbridge	—	2	2	5	—	—	—	—	—	154,552	42,578	—	14,016

a Including 52,453 miles run by Rail Motors. b Cannot be given; haulage done by horses only. c Mostly workmen's tickets at low rates. d Includes 3 miles run by mixed trains. (e) Exclusive of the Turnchapel Branch, which is worked by the London and South Western Company. (f) The Croesor section (a tramroad) was the only portion of this Company's line open for traffic in 1907.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS: RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
18,506	167,463	24,964	219,280	51,296	3,055	273,631	291,096	5,510	349,013	646,524	52,400	47,909	1,020,464	North Staffordshire.
511	27	12	575	281	15	871	468	15	131	614	—	149	1,634	North Sunderland (Light).
—	937	254	1,216	—	—	1,216	323	—	1,785	2,108	—	468	3,792	North Wales Narrow Gauge. <i>Nottingham and Grantham Railway and Canal.</i> <i>Nottingham Suburban.</i>
307	7,989	2,052	10,557	667	125	11,349	8,170	144	6,249	14,563	—	1,085	26,997	Oldham, Ashton-under-Lyne and Guide Bridge Junction. <i>Oxford and Aylesbury Tram-road.</i> <i>Penarth Extension.</i> <i>Penarth Harbour, Dock, and Railway.</i> <i>Plymouth and Dartmoor.</i>
—	—	—	—	—	—	—	—	—	639	639	—	1,631	2,270	<i>Plymouth, Devonport, and South-Western Junction.</i> <i>Portmadoc, Beddgelert, and South Snowdon.</i> <i>Port Talbot Railway and Docks.</i> <i>Princetown.</i>
—	—	—	—	—	—	—	—	—	497	497	—	29	526	
24	6,356	731	7,111	139	10	7,260	1,231	38	56,089	57,358	70,825	2,282	137,725	Port Talbot Railway and Docks.
—	745	16	796	46	38	880	109	6	78	193	—	60	1,133	Ravenglass and Eskdale.
—	—	—	—	—	—	—	84	—	2,387	2,471	280	71	2,772	Redruth and Chasewater. <i>Rhondda and Swansea Bay.</i>
2,753	57,306	6,844	67,599	8,352	625	76,576	29,076	130	244,176	273,382	—	2,015	351,973	Rhymney.
—	—	—	—	—	—	—	—	—	1,892	1,882	—	—	1,882	<i>Ross and Monmouth</i> Rowrah and Kelton Fell Mineral.
—	—	—	—	—	—	—	118	—	1,167	1,285	—	—	1,285	St. Austell and Pentewan Railway, Harbour, and Dock.
—	—	—	—	—	—	—	—	—	344	344	107	—	451	<i>Salisbury Railway and Market House.</i> Saundersfoot Railway and Harbour. <i>Scarborough, Bridlington, and West Riding Junction.</i> <i>Sheffield District.</i> <i>Shrewsbury and Hereford.</i> <i>Shropshire Union Railways and Canal.</i> <i>Sidmouth.</i>
—	—	—	—	—	—	—	51	—	1,062	1,113	—	—	1,113	Snailbeach District.
—	66,331	2,122	73,115	18,375	1,800	93,290	67,634	4,235	52,755	124,624	—	5,061	222,975	Somerset and Dorset. <i>South-Eastern.</i>
463,302	1,620,121	392,118	2,883,739	426,627	89,730	3,400,083	684,103	23,254	401,921	1,109,278	261,071	294,030	5,064,462	South-Eastern and Chatham Railway Companies Managing Committee.
—	—	—	—	—	—	—	790	—	6,520	7,310	—	192	7,502	<i>Southport and Cheshire Lines Extension.</i> South Wales Mineral.
—	2,348	3	2,559	495	60	3,114	1,008	—	633	1,641	—	398	5,153	Southwold. <i>South Yorkshire Junction.</i> <i>Stamford and Essendine.</i>
—	—	—	—	—	—	—	2,129	—	3,076	5,205	—	130	5,335	Stocksbridge.

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH, INCLUDING SIDINGS (IN EQUIVALENT OF SINGLE TRACK).	PASSENGER TRAFFIC.				GOODS TRAFFIC.		NUMBER TRAVEL TRA		
	Double or more.	Single.	TOTAL.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).			Season or Periodical Tickets —Equivalent number in Annual Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
					1st Class.	2nd Class.	3rd Class (including Parliamentary).						TOTAL.
				Miles					Tons.	Tons.			
Stratford-upon-Avon, Towcester and Midland Junction					Worked by the East and West Junction, and Stratford-upon-Avon, Towcester, and Midland Junction Joint Committee.								
Swansea and Mumbles					Worked by the Swansea Improvements and Tramways Company.								
Swansea Improvements and Tramways (Including the "Mumbles Railway and Pier," and the "Swansea and Mumbles.")	1	5	6	9	356,501	642,978	18,658	1,018,137	774	73,328	2,420	74,092	
Taff Vale (Including the "Penarth Extension," and "Penarth Harbour, Dock, and Railway")	72	52	124	383	71,811	302,926	9,650,239	10,033,976	6,604	18,962,926	914,569	1,138,260 (a) 1,600	
Tallylyn, for the year ending 30th September, 1907	—	7	7	8	—	436	21,797	22,233	—	4,547	465	Mixed.	
Tanat Valley Light					Worked by the Cambrian.								
Teign Valley					Worked by the Great Western.								
Tenbury					Worked by the Great Western and London and North-Western.								
Tottenham and Forest Gate					Worked by the Midland.								
Trafford Park					Worked by the Manchester Ship Canal Company.								
Vale of Glamorgan					Worked by the Barry.								
Vale of Rheidol Light	—	12	12	13	2,777	—	107,267	110,034	—	4,715	1,672	35,237	
Van					Worked by the Cambrian.								
Victoria Station and Pimlico					Line and Station leased to the Great Western, and the London, Chatham, and Dover Railway Companies.								
Welshpool and Llanfair Light					Worked by the Cambrian.								
West Cornwall					See under Great Western								
West Lancashire					Undertaking incorporated in the Lancashire and Yorkshire Company.								
West London					Leased to the West London Extension.								
West London Extension					Line worked by the Great Western, London and North-Western, London and South-Western, and London.								
Weston, Clevedon, and Portishead Light Railways	1	14	15	17	3,479	183,518	6,455	193,452	7	625	537	60,271	
West Riding Committee					Included in the returns of the Great Central and Great Northern.								
West Somerset					Leased to the Great Western.								
West Somerset Mineral					Line closed.								
Weymouth and Portland					Worked by the Great Western and London and South-Western.								
Whitechapel and Bow					See below under Electric Railways.								
Wirral	14	3	17	40	296,850	—	2,816,523	3,113,373	2,622	522,255	7,477	310,491 11	
Foodside and South Croydon Joint Committee					Included in the returns of the London, Brighton, and South Coast, and the South-Eastern and Chatham Railways.								
Wrexham and Ellesmere					Worked by the Cambrian.								
Yorkshire Dales					Worked by the Midland.								
TOTAL (exclusive of Electric Lines separately shown below*)	10,483	5,277	15,760	40,540	17,647,119	33,001,586	763,070,539	813,719,244	550,158	346,597,290	89,879,242	204,041,804 137,932	

LINES WORKED WHOLLY OR

Baker Street and Waterloo	4	—	4	9	—	—	20,281,325	20,281,325	510	—	—	991,699	—
Blackpool and Fleetwood Tramroad	7	1	8	15	—	—	2,565,565	2,565,565	345	—	—	620,655	—
Central London	6	—	6	20	—	—	36,907,491	36,907,491	—	—	—	1,285,931	—
Charing Cross, Euston, and Hampstead (p)	8	—	8	20	—	—	9,736,623	9,736,623	232	—	—	883,036	—
City and South London	8	—	8	18	—	—	20,780,925	20,780,925	2,058	—	—	1,271,898	—
Great Northern and City	3	—	3	7	—	—	13,109,873	13,109,873	4,346	—	—	723,467	—
Great Northern, Piccadilly, and Brompton	9	—	9	22	—	—	25,220,196	25,220,196	1,039	—	—	1,872,455	—
Liverpool Overhead (e)	7	2	9	16	1,250,776	—	9,977,448	11,228,224	812	—	—	1,081,357	—
London and South-Western (Waterloo and City Line.)	2	—	2	4	—	—	4,030,095	4,030,095	1,837	—	—	189,957	—
Mersey	5	—	5	11	1,094,307	54,558	10,064,884	11,213,749	3,854	—	562	827,502	—
Metropolitan (Including half the "Hammersmith and City," and half the Metropolitan and Great Central Joint Line.)	41	5	46	129	3,788,580	257,325	72,895,567	76,941,472	37,506	2,113,562	822,643	3,391,526	135
Metropolitan District (Including the "Richmond," "Ealing," and "Fulham" Extensions.)	23	2	25	63	2,743,781	118,738	45,505,301	48,367,820	5,614	351,287	22,451	2,444,175	8
Metropolitan and Metropolitan District City Lines and Extensions.	2	—	2	4	18,248	—	505,686	523,934	42	—	118	275,534	—
Whitechapel and Bow	2	—	2	5	92,304	—	15,894,876	15,987,180	2,254	—	117	201,668	—
TOTAL ELECTRIC	127	10	137	343	8,987,996	430,621	287,475,858	296,394,475	60,449	2,464,849	845,891	16,060,860	143
GRAND TOTAL, ENGLAND AND WALES	10,610	5,287	15,897	40,883	26,635,115	33,432,207	1,050,546,397	1,110,613,719	610,607	349,062,139	90,725,133	220,102,664	138,066

(a) Including 374,081 miles run by steam motor cars.

(b) Including 959 miles run by mixed trains.

(c) Only one class of Ticket issued.

(d) Including 308,679 miles run by mixed trains.

(e) The Company includes in its returns two miles of tramways, the length, traffic, tram mileage and receipts of which are included in the return, on accounts as regards these tramways being available.

(f) Includes 9,512,518 workmen conveyed at reduced fares.

(g) Excluding £22,452 received as Rents from Surplus Property.

(h) The Committee also received £12,076 net from rent.

(i) The Company received in addition £88,714 net for rent of houses, etc.

(p) Line opened for public traffic on 22nd June, 1907.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS : RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
8,395	584	3,167	18,986	828	180	19,488	119	—	2,280	2,399	—	5,158	27,045	Stratford-upon-Avon, Town-center, and Midland Junction. Swansea and Mumbles.
8,848	179,798	28,470	220,466	20,075	5,149	245,690	87,750	1,104	598,145	681,990	127,154	8,123	1,062,966	Swansea Improvements and Tramways.
14	395	—	409	35	10	454	115	—	683	798	—	12	1,264	Taff Vale.
—	8,745	—	3,085	80	60	4,025	465	10	547	1,022	—	99	8,146	Talylyn.
—	—	—	—	—	—	—	—	—	—	—	—	—	—	Tanat Valley Light. Teign Valley. Tenbury. Tottenham and Forest Gate. Trafford Park. Vale of Glamorgan. Vale of Rhedol Light.
5,216	54	37	3,448	75	—	3,523	17	—	27	44	—	26	5,593	Van. Victoria Station and Pimlico. Welshpool & Llanfair Light. West Cornwall. West Lancashire. West London. West London Extension.
—	32,966	10,302	49,402	3,466	350	53,218	732	—	9,289	10,021	—	1,283	64,522	Weston, Clevedon, and Portlath-head Light Railways. West Riding Committee. West Somerset. West Somerset Mineral. Weymouth and Portland. Whitechapel and Bow.
mmitted.	—	—	—	—	—	—	—	—	—	—	—	—	—	Wirral. Woodside and South Croydon Joint Committee. Wrexham and Ellesmere. Yorkshire Dales.
641	24,869,161	3,736,377	38,857,865	6,456,538	835,422	41,149,820	25,524,511	928,901	25,678,732	52,127,144	4,823,447	3,488,410	101,588,321	TOTAL (exclusive of Electric Lines separately shown below*).

TRICAL POWER.*

	126,297c	1,740	128,037	—	—	128,037	—	—	—	—	—	4,664	182,701	Baker Street and Waterloo.
	31,659c	2,057	33,716	—	—	33,716	—	—	—	—	—	—	33,716	Blackpool and Fleetwood Tramroad.
	295,982c	—	295,982	—	—	295,982	—	—	—	—	—	16,929	312,861	Central London.
	69,228c	1,044	70,272	—	—	70,272	—	—	—	—	—	4,056	74,328	Charing Cross, Euston, and Hampstead (p).
	152,706c	8,263	160,971	1,027	—	161,998	—	—	—	—	—	9,608	171,606	City and South London.
	75,082c	16,466	91,548	—	—	91,548	—	—	—	—	—	5,872	97,420	Great Northern and City.
	212,682c	5,163	217,845	—	—	217,845	—	—	—	—	—	7,997	225,842	Great Northern, Piccadilly, and Brompton.
	61,035	2,491	77,371	129	—	77,500	—	—	—	—	—	1,888	79,383	Liverpool Overhead (e).
	27,142(e)	5,194	32,336	—	—	32,336	—	—	—	—	—	818	33,154	London and South-Western (Waterloo and City Line)
935	65,319	12,639	98,240	3,579	155	96,974	54	—	—	54	—	3,891	100,919	Mersey.
705	492,741	89,062	639,557	26,910	137	606,604	42,428	537	50,103	93,068	—	54,537(f)	814,209(f)	Metropolitan.
1,111	346,122	26,624	413,507	3,447	—	416,954	798	—	5,022	5,820	—	29,311(g)	452,085(g)	Metropolitan District.
—	52,847	54	56,897	268	—	57,160	4	—	—	4	—	1,742(h)	58,906(h)	Metropolitan and Metropolitan District City Lines and Extensions.
—	48,325	3,500	52,636	101	—	52,737	4	—	—	4	—	2,143	54,884	Whitechapel and Bow.
1,751	2,057,119	174,297	2,363,865	35,456	292	2,399,613	43,288	537	55,125	98,960	—	143,451	2,642,014	TOTAL ELECTRIC.†
7,392	26,926,280	3,910,674	36,221,230	6,491,969	835,714	43,548,935	25,567,790	924,438	25,733,557	52,226,094	4,823,447	3,631,361	104,230,335	GRAND TOTAL, ENGLAND AND WALES.

See † note below.
This total includes a portion of the length, traffic, etc., of certain lines worked by steam. On the other hand, the length, etc., of certain lines worked partly electrically are not included.

No. 2.—Length of Line, Traffic, Gr

THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANY

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st January, 1908.			TOTAL LENGTH, INCLUDING SIDINGS (IN EQUIVALENT OF SINGLE TRACK).	PASSENGER TRAFFIC.				GOODS TRAFFIC.			NUMBER OF MILES TRAVELLED BY TRAINS.	
	Double or more.	Single.	TOTAL.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Season or Periodical Tickets—Equivalent number in Annual Tickets.	Minerals.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.					
				Miles						Tons.	Tons.		
Arbroath and Forfar - - - - -	Leased to the Caledonian.												
Ayr and Maybole - - - - -	Leased to the Glasgow and South-Western.												
Bankfoot Light - - - - -	Worked by the Caledonian.												
Brechin and Edzell District - - - - -	Worked by the Caledonian.												
Caledonian (Including the "Arbroath and Forfar," "Bank- foot Light," "Brechin and Edzell District," "Callander and Oban," "Cathcart District," "Dundee and Newtyle," "Killin," "Lanarkshire and Ayrshire," "Lanarkshire and Dumbarton- shire," and the "Solway Junction"; also part of the "Kilsyth and Bonnybridge"; and half the "Glasgow and Renfrew District," the "Glasgow and Kilmarnock" and "Glasgow and Paisley" Joint Lines)	600	499	1,099	2,710	2,847,135	—	36,277,772	39,124,907	59,406	25,033,212	5,759,883	10,536,396	7,273,544
Callander and Oban - - - - -	Worked by the Caledonian.												
Campbeltown and Macrihanish Light (b) (Return for the year ending 31st July, 1907.)	—	6	6	7	90,046	—	—	90,046	6	29,242	167	16,437	18,896
Cathcart District - - - - -	Worked by the Caledonian.												
Dornoch Light - - - - - (Return for the year ending 31st August, 1907.)	—	8	8	8	1,565	—	39,797	41,362	12	3,290	3,670	11,175	—
Dundee and Newtyle - - - - -	Leased to the Caledonian.												
Edinburgh and Bathgate - - - - -	Leased to the North British.												
Forth and Clyde Junction - - - - -	Leased to the North British.												
Forth Bridge - - - - -	Worked by the North British.												
Gifford and Garvald Light - - - - -	Worked by the North British.												
Glasgow and South Western (Including the "Ayr and Maybole"; also half the "Glasgow and Renfrew District" "Glasgow and Kilmarnock," and "Glasgow and Paisley" Joint Lines.)	324	143	467	1,107	565,989	—	15,912,029	16,478,018	7,405	7,255,778	1,715,854	4,660,370	2,903,064
Glasgow District Subway - - - - -	7	—	7	14	—	—	17,206,760	17,206,760	—	—	—	1,308,129	—
Great North of Scotland (Including the "Buckie Extension.")	63	273	336	524	112,991	—	3,396,962	3,509,953	3,054	534,897	428,714	1,512,966	674,631
Highland - - - - - (Including the "Invergarry and Fort Augustus" to the 30th April.)	65	420	485	629	82,880	—	2,191,624	2,274,504	870	305,288	269,460	1,785,621	1,034,249
Invergarry and Fort Augustus - - - - -	Worked by the North British.												
Killin - - - - -	Worked by the Caledonian.												
Kilsyth and Bonnybridge - - - - -	Worked by the Caledonian and North British.												
Lanarkshire and Ayrshire - - - - -	Worked by the Caledonian.												
Lanarkshire and Dumbartonshire - - - - -	Worked by the Caledonian.												
Lauder Light - - - - -	Worked by the North British.												
North British - - - - - (Including the "Edinburgh and Bathgate," "Forth and Clyde Junction," "Forth Bridge," "Gifford and Garvald," "Invergarry and Fort Augustus" from the 1st May; "Lauder Light," and "West Highland"; also part of the "Kilsyth and Bonnybridge")	511	834	1,345	2,623	1,596,253	—	38,276,206	39,872,459	23,470	28,246,384	5,272,912	10,107,836	8,865,958
Portpatrick and Wigtownshire Joint Committee - - - - -	2	80	82	97	19,009	—	485,176	504,785	203	96,655	54,408	273,065	125,947
Solway Junction - - - - -	Undertaking transferred to the Caledonian Company.												
West Highland - - - - -	Worked by the North British.												
Wick and Lybster Light - - - - - (Return for the year ending 29th February, 1908.)	—	14	14	15	374	—	52,146	52,520	10	577	3,255	13,626	9,034
TOTAL SCOTLAND - - - - -	1,572	2,277	3,849	7,734	5,316,842	—	113,838,472	119,155,314	94,436	56,504,328	13,508,423	30,220,621	20,905,323

(b) Line opened for Mineral and Goods traffic on 13th August and for Passenger traffic on 17th August, 1907.

(c) Including 2,586,537 miles run by mineral trains.

(d) Including 4,937 miles run by mixed trains.

(e) Only one class of ticket issued.

Receipts, &c., SCOTLAND, in 1907.

When otherwise stated, ended on the 31st January, 1908.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS: RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
2nd Class.	3rd Class (including Parliamentary).	Holder of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
-	1,132,344	186,396	1,476,026	305,163	72,619	1,853,808	1,274,638	84,507	1,344,965	2,704,110	147,671	281,181	4,986,770	Arbroath and Forfar. Ayr and Maybole. Bankfoot Light. Brechin and Edzell District.
-	-	23	1,960	21	-	1,971	22	-	763	785	-	14	2,770	Caledonian.
-	704	16	799	177	40	1,016	502	23	153	678	-	31	1,725	Callander and Oban. Campbeltown and Machrihanish Light. Cathcart District.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Dornoch Light. Dundee and Newtyle. Edinburgh and Bathgate. Forth and Clyde Junction. Forth Bridge. Gifford and Garrauld Light.
-	523,512	61,642	641,650	120,597	17,112	779,359	496,295	33,119	412,536	941,950	52,852	127,972	1,902,133	Glasgow and South-Western
-	63,878 (c)	-	68,878	39	-	68,917	-	-	-	-	-	8,040	76,957	Glasgow District Subway.
-	160,095	19,281	190,853	38,713	26,010	255,576	139,251	15,520	65,071	219,842	-	27,457	502,875	Great North of Scotland.
-	185,637	7,116	222,906	59,044	55,621	337,571	129,655	25,270	46,456	192,381	-	12,248	542,200	Highland.
-	-	-	-	-	-	-	-	-	-	-	-	-	-	Invergarry and Fort Augustus. Killin. Kilsyth and Bonnybridge. Lanarkshire and Ayrshire. Lanarkshire and Dumbartonshire. Lauder Light.
5	1,224,737	140,902	1,504,004	302,341	34,303	1,840,648	1,317,002	90,560	1,540,782	2,948,344	2,140	111,621	4,902,758	North British.
7	18,354	905	21,906	10,047	5,411	37,364	11,891	4,968	5,699	22,558	-	2,873	62,795	Portpatrick and Wigtownshire Joint Committee. Solway Junction. West Highland.
19	1,678	37	1,744	139	5	1,888	725	63	37	825	-	35	2,748	Wick and Lybster Light.
19	3,315,939	416,318	4,130,716	836,281	211,121	5,178,118	3,360,941	254,030	3,416,462	7,031,473	202,663	571,472	12,983,726	TOTAL SCOTLAND.

No. 2.—Length of Line, Traffic, Gr

YEAR ENDED 31ST DECEMBER

NAME OF COMPANY	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH INCLUDING SIDINGS (IN EQUIVALENT OF SINGLE TRACK.)	PASSENGER TRAFFIC.					Season or Periodical Tickets —Equivalent number in Annual Tickets.	GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.	
	Double or more.	Single.	TOTAL.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Minerals.		General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.						
				Miles						Tons.	Tons.			
Ballycastle - - - - -	-	16	16	18	4,109	5,879	106,666	116,654	8	8,442	9,378	Mixed		
Bantry Extension- - - - -	Worked by the Cork, Bandon, and South Coast.													
Belfast and County Down - - - - - (Including the "Downpatrick, Killough, and Ardglass".)	23	57	80	125	182,481	359,534	2,271,978	2,813,988	2,445	150,635	119,466	696,992(a)	92,443 7	
City of Dublin Junction - - - - -	Worked by the Dublin, and South Eastern													
Clonakilty Extension - - - - -	Worked by the Cork, Bandon, and South Coast.													
Cork and Macroom Direct - - - - -	-	25	25	27	15,070	6,486	136,740	158,246	64	8,546	35,548	50,528	17,051 85	
Cork, Bandon, and South Coast (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonakilty Extension," and "Ilen Valley".)	1	94	95	109	40,681	9,168	422,871	472,670	152	30,746	143,466	225,897	109,632 401	
Cork, Blackrock, and Passage - - - - -	2	14	16	20	121,924	—	369,595	491,819	501	—	8,862	113,776	2,788 1	
County Donegal Railways Joint Committee - - (Including the "Donegal and Killybegs," and the "Stranorlar and Glenties.")	-	91	91	99	4,090	16,094	250,979	271,163	14	16,382	44,986	201,186	17,980 1	
Dublin and Kingstown - - - - -	Leased to the Dublin and South Eastern.													
Dublin and South Eastern - - - - - (Including the "City of Dublin Junction," and "Dublin and Kingstown" and "Wicklow Tramways.")	29	182	261	217	295,016	1,430,427	8,285,573	5,011,016	1,938	105,359	209,539	1,045,834	324,953 1,3	
Dundalk, Newry, and Greenore - - - - -	-	26	26	30	10,305	7,090	165,368	182,763	16	7,084	31,952	75,339	25,888 110	
Great Northern of Ireland - - - - -	164	378	542	805	160,178	641,655	5,974,033	6,775,866	2,116	506,053	925,921	(d) 2,833,198	1,126,185 3,9	
Great Southern and Western of Ireland - - - (Including the "Athenry and Tuam Extension to Claremorris," "Collooney and Clare- morris," "Headford and Kenmare," "Killor- glin and Valentia," "Southern," "Tralee and Fenit," Also the "Waterford and Fermoy," and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	240	881	1,121	1,537	200,575	393,308	5,552,063	6,145,946	1,072	578,688	1,318,790	3,967,463	2,102,769 6,0	
Ilen Valley - - - - -	Worked by the Cork, Bandon, and South Coast.													
Letterkenny - - - - -	Worked by the Londonderry and Lough Swilly.													
Listowel and Ballybunton - - - - -	-	9	9	10	3,371	—	44,267	47,638	3	2,532	1,334	Mixed	2	
Londonderry and Lough Swilly- - - - - (Including the "Burtonport Extension," "Carrdonagh Extension," and "Letterkenny")	-	99	99	102	10,799	38,640	532,199	581,638	119	18,623	74,086	Mixed	30	
Midland Great Western of Ireland - - - - - (Including the "Achill Extension," "Ballina and Killala," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mallaranny")	168	370	538	792	84,426	140,626	1,465,901	1,690,953	343	106,810	500,163	1,605,001	975,518 2,58	
Midland (Northern Counties Committee) - - Northern Counties Section (including the "Limavady and Dungiven" to the 30th June (f)).	36	227	263	351	86,063	132,421	3,244,782	3,463,266	1,433	417,679	447,923	1,313,770	506,492 1,82	

a Including 79,133 miles run by rail-motor carriages.

b Including 21,080 miles run by mixed trains.

c Including 9,152 miles run by mixed train

d Including 200,417 miles run by Steam Rail Motor Cars and 87,421 miles run by Electric Tramway Cars.

e Including 65,890 miles run by mixed trains.

f Vested in the Midland under Act of 7 Ed. VII., c. 130.

pts, &c., IRELAND, in 1907.

PT WHERE OTHERWISE STATED.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS ; RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.				Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.											
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
271	2,542	24	3,024	457	300	3,781	1,641	166	641	2,448	-	23	6,252	Ballycastle.
														<i>Bantry Extension.</i>
13,965	58,831	18,046	98,982	9,970	1,400	110,352	25,970	2,365	11,569	39,904	-	18,491	168,747	Belfast and County Down.
														<i>City of Dublin Junction.</i>
														<i>Clonakilty Extension.</i>
380	5,258	318	6,973	961	111	8,645	8,331	1,343	1,121	10,795	-	271	19,111	Cork and Macroom Direct.
1,181	23,904	1,327	32,095	6,198	5,650	44,543	39,601	8,423	3,025	51,049	-	305	95,897	Cork, Bandon, and South Coast.
—	7,039	2,205	13,117	695	40	13,852	1,445	89	—	1,534	6,126	86	21,598	Cork, Blackrock, and Passage.
1,406	9,703	84	11,756	2,314	835	14,905	12,328	1,708	1,606	15,642	—	121	30,663	County Donegal Railway Joint Committee.
														<i>Dublin and Kingstown.</i>
41,721	79,027	16,960	152,799	30,266	15,907	198,972	60,031	10,946	11,045	82,022	-	9,710	290,704	Dublin, and South Eastern.
350	3,822	37	4,632	2,039	60	6,731	8,315	1,175	493	9,983	-	7,336	24,950	Dundalk, Newry, and Greenore.
56,739	330,752	16,685	436,462	81,526	48,217	566,205	341,609	54,290	71,360	467,259	-	37,978	1,071,440	Great Northern of Ireland.
58,149	438,971	10,900	565,604	115,405	56,677	737,986	482,449	134,864	87,348	704,661	-	15,391	1,457,738	Great Southern and Western of Ireland.
														<i>Ilen Valley.</i>
														<i>Letterkenny.</i>
—	1,233	31	1,428	106	126	1,660	281	7	233	521	-	70	2,251	Listowel and Ballybunion.
2,154	15,946	623	19,680	3,183	1,201	24,014	13,371	1,625	1,006	16,002	-	302	40,318	Londonderry and Lough Swilly.
33,879	147,261	3,595	208,378	41,409	30,230	280,017	211,154	38,549	21,513	321,216	5,335	10,550	617,118	Midland Great Western of Ireland.
11,245	116,019	10,716	146,945	23,460	12,281	182,686	117,750	7,691	47,518	172,950	-	28,411	384,056	Midland (Northern Counties (Committee)).

NAME OF COMPANY.	LENGTH OF LINE IN MILES open on 31st December, 1907.			TOTAL LENGTH INCLUDING SIDINGS (IN EQUIVALENT OF SINGLE TRACK).	PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	TOTAL.		NUMBER OF PASSENGERS CONVEYED (exclusive of Season and Periodical Tickets).				Season or Periodical Tickets —Equivalent number in Annual Tickets.	Minerals.	General Merchandise	Passenger Trains.	Goods and Mineral Trains.	TOTAL.
					1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.						
Sligo, Leitrim and Northern Counties	-	43	43	Miles 46	2,527	7,848	141,080	151,405	57	Tons. 6,114	Tons. 59,456	76,992	67,624	174,589
Southern	Worked by the Great Southern and Western.													
Tralee and Fenit	Worked by the Great Southern and Western.													
Waterford and Tramore	-	7	7	8	79,941	—	175,863	255,804	80	3,588	1,512	Mixed.		44,37
Waterford and Wexford Line	Worked by the Great Southern and Western. The railways are part of the "Fishguard and Rosslare" Railways and													
Waterford, Dungarvan and Lismore, and Fermoy and Lismore Lines.														
TOTAL	663	2,469	3,132	4,296	1,301,506	3,189,126	24,140,203	28,630,885	10,361	1,962,281	3,932,372	12,206,516	5,360,823	18,115,9

LIGHT RAILWAYS AUTHORISED UNDER THE

Athenry and Tuam Extension to Claremorris-Ballinisearthy and Timoleague Junction	Worked by the Great Southern and Western.													
Ballinrobe and Claremorris	See Timoleague and Courtmacsherry Extension, &c.													
Bessbrook and Newry Tramway (Electric)	Worked by the Midland Great Western of Ireland.													
Carrickfergus Harbour Junction	See below under Electric Railways													
Cavan and Leitrim, Limited. (Return for the year ending 31st October, 1907.)	-	1	1	1	—	—	—	—	—	9,143	—	—	576	5
Clogher Valley Railway. (Return for the year ending 30th September, 1907.)	-	49	49	53	6,064	—	91,327	97,391	28	14,008	24,933	Mixed.		101,5
Cork and Muskerry	-	37	37	40	9,532	—	109,950	119,482	2	8,512	17,639	Mixed		94,7
Donoughmore Extension	-	18	18	19	56,616	—	235,418	292,034	56	5,063	15,083	Mixed.		87,2
Loughrea and Attymon	-	9	9	9	1,217	—	44,774	45,991	9	1,008	4,838	Mixed.		25,1
Schull and Skibbereen Tramway and Light Railway (Including Skibbereen Extension).	Worked by the Midland Great Western of Ireland.													
South Clare, Limited	-	14	14	15	1,825	—	48,075	49,900	5	—	7,744	24,500	2,721	27,2
Timoleague and Courtmacsherry Extension and Ballinisearthy and Timoleague Junction	Worked by the West Clare, Limited.													
Tralee and Dingle	-	9	9	10	1,950	—	34,669	36,619	—	12,545	6,772	Mixed.		31,3
West Clare, Limited. Return for the Year ending 31st October, 1907. (Including the "South Clare," Limited.)	-	37	37	38	4,465	—	65,247	69,712	43	581	12,946	Mixed.		70,9
TOTAL	-	53	53	57	26,628	—	198,696	225,324	33	10,505	30,106	Mixed.		162,8
TOTAL	-	227	227	242	108,297	—	828,156	936,453	176	61,365	120,011	24,500	3,297	601,6

LIGHT RAILWAY WORKING

Bessbrook and Newry Tramway	-	3	3	3	1,465	76,267	67,262	144,994	18	11,069	—	Mixed.		22,4
TOTAL, Light Railways, Ireland	-	230	230	245	109,762	76,267	896,418	1,081,447	194	72,434	120,011	24,500	3,297	625,0
GRAND TOTAL, IRELAND	663	2,699	3,382	4,541	1,411,268	3,265,393	25,085,621	29,712,282	10,555	2,034,715	4,052,383	12,231,016	5,372,620	18,740,7

(a) Including 29,974 miles run by mixed trains.
(b) Includes 539,854 miles run by mixed trains.
(c) Includes 578,884 miles run by mixed trains.
(d) Includes 597,296 miles run by mixed trains.
(e) Includes 1,137,150 miles run by mixed trains.

RECEIPTS (GROSS) FROM PASSENGER TRAFFIC.							RECEIPTS (GROSS) FROM GOODS TRAFFIC.				RECEIPTS FROM STEAMBOATS, CANALS, HARBOURS, DOCKS, &c.	MISCELLANEOUS : RENTS, TOLLS, HOTELS, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.	NAME OF COMPANY.
RECEIPTS FROM PASSENGERS.							RECEIPTS FROM GOODS.							
2nd Class.	3rd Class (including Parliamentary).	Holders of Season or Periodical Tickets.	TOTAL from Passengers.	Excess Luggage, Parcels, Carriages, Horses, Dogs, &c.	Mails (including Receipts for Carriage of Mails by Steamboats belonging to the Companies).	TOTAL Receipts from Passenger Traffic.	Merchandise.	Live Stock.	Minerals.	TOTAL Receipts from Goods Traffic.				
£	£	£	£	£	£	£	£	£	£	£	£	£	£	
904	8,251	146	9,719	1,294	376	11,389	12,721	3,244	834	16,799	—	124	28,312	Sligo, Leitrim, and Northern Counties.
														Southern.
														Tralee and Fenit.
—	3,355	602	6,276	337	18	6,626	218	7	199	424	—	163	7,213	Waterford and Tramore.
Company's Undertakings.														Waterford and Wexford Line.
														Waterford, Dungarvan and Lismore, and Fermoy and Lismore Lines.
2,344	1,251,914	82,389	1,716,420	319,620	173,424	2,211,464	1,337,215	316,492	259,511	1,913,218	11,461	129,330	4,265,473	TOTAL.

VAYS (IRELAND) ACTS, 1860 TO 1883, &c.

															Athenry and Tuam Extension to Claremorris.
															Ballinacathry & Timoleague Junction.
															Ballinrobe and Claremorris.
															Bessbrook and Newry Tramway (Electric).
—	—	—	—	—	—	—	—	133	133	7	—	140	12,315	140	Carrickfergus Harbour Junction.
—	3,123	89	3,653	655	40	4,348	4,727	1,766	1,454	7,947	—	20	8,757	20	Cavan and Leitrim, Limited.
—	2,365	8	3,344	565	90	3,930	3,512	285	914	4,711	—	107	9,856	107	Clogher Valley Railway.
—	4,497	211	6,246	617	—	6,863	2,035	416	380	2,831	—	162	1,545	162	Cork and Muskerry.
—	721	21	773	100	—	873	463	96	84	642	—	30	3,372	30	Donoughmore Extension.
															Loughrea and Attymon.
—	1,220	18	1,400	126	—	1,526	1,404	442	—	1,846	—	—	1,948	—	Schull and Skibbereen Tramway and Light Railway.
															South Clare Limited.
—	491	—	664	102	20	786	769	99	246	1,114	—	48	8,421	48	Timoleague & Courtmacsherry Extension & Ballinacathry & Timoleague Junction.
—	3,269	63	3,761	470	475	4,706	2,068	634	98	3,700	—	15	21,217	15	Tralee and Dingle.
—	8,538	130	11,019	980	1,900	12,999	5,466	1,925	867	8,248	—	70		70	West Clare, Limited.
—	24,724	540	30,860	3,565	1,625	36,040	21,344	5,602	4,106	31,172	7	452	67,671	452	TOTAL.

ELECTRICAL POWER.

588	152	23	781	—	7	788	—	—	874	874	—	56	1,715	Bessbrook & Newry Tramway.
588	24,876	503	31,641	3,555	1,632	30,828	21,344	5,602	5,040	32,046	7	508	69,389	TOTAL, Light Railways, Ireland.
222,932	1,276,790	82,952	1,750,061	523,175	175,056	2,248,292	1,358,559	322,154	264,561	1,946,264	11,468	129,838	4,334,862	GRAND TOTAL, IRELAND.

RAILWAY RETURNS.—1907.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

RETURN showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND for the Year 1907.

No. 3.—Working Expenditure, Net Receipts

YEAR ENDED 31ST DECEMBER, 1907.

NAME OF COMPANY.	Gauge of Line.	Length of Line in miles open on 31st December, 1907.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and
Alexandra (Newport and South Wales) Docks and Railway.	Ft. 4 8½	Miles. 9	£ 15,111	£ 24,392	£ 3,892	£ 14,495	£ 11,181	£ 13,210	£ —	£ 301	£ 838	£ 19	£ 6
Baker Street and Waterloo	See pages 78-9 under Electric Railways.												
Bala and Festiniog	Worked by the Great Western.												
Barry (Including the "Vale of Glamorgan.")	4 8½	66	37,270	90,868	15,738	38,428	19,912	54,735	247	57	1,021	—	1
Bideford, Westward Ho! and Appledore	4 8½	5	298	1,027	5	628	424	67	—	2	13	22	—
Birkenhead	Leased jointly to the Great Western and London and North-Western.												
Bishop's Castle	4 8½	10	916	822	133	459	281	54	51	—	13	—	—
Blackpool and Fleetwood Tramroad (Electric)	See pages 78-9 under Electric Railways.												
Bradford Corporation (Nidd Valley Light) (For the period from 12th September, 1907, to 31st March, 1908 (n).)	4 8½	7	224	158	—	478	310	21	—	—	—	—	—
Brecon and Merthyr Tydfil Junction (Including part of the "Brecon and Merthyr and London and North-Western" Joint.)	4 8½	59	17,039	29,988	6,112	15,961	3,952	3,088	84	18	229	—	1
Bridgwater	Worked by the Somerset and Dorset Joint Committee.												
Brighton and Dyke	Worked by the London, Brighton, and South Coast.												
Budleigh Salterton	Leased to the London and South-Western.												
Burry Port and Gwendreath Valley	4 8½	21	3,353	4,150	71	2,463	1,443	1,340	—	2	—	—	—
Cambrian Welshpool and Llanfair Light (Including the Nantmawr Branch of the "Shropshire," the "Tanat Valley Light," the "Wrexham and Ellesmere" and the "Van.")	4 8½ 2 6	267 9 276	55,576		62,980	18,634	55,818	14,976	7,280	690	27	803	311 1,5
Cannock Chase and Wolverhampton	4 8½	6	1,529	—	—	474	413	—	—	—	—	—	—
Cardiff	4 8½	3	11,111	16,687	2,738	31,335	3,858	33,261	—	399	1,781	467	—
Central London (Electric)	See pages 78-9 under Electric Railways.												
Charing Cross, Euston and Hampstead (Electric)	See pages 78-9 under Electric Railways.												
Charnwood Forest	Worked by the London and North-Western.												
Cheshire Lines Committee (Including the "Southport and Cheshire Lines Extension.")	4 8½	142	111,681	267,514	46,750	312,348	37,950	38,718	1,894	90	1,415	1,061	7
City and South London (Electric)	See pages 78-9 under Electric Railways.												
Cleator and Workington Junction	4 8½	30	12,203	24,458	1,226	6,442	1,588	1,533	2	11	172	—	—
Cockermouth, Keswick, and Penrith	4 8½	31	4,831	16,568	—	5,891	2,140	1,998	148	9	—	—	1
Colne Valley and Halstead	4 8½	19	2,313	3,941	1,411	3,647	1,740	709	12	—	49	—	—
Comtingham Light	4 8½	3	137	455	—	81	80	171	—	—	—	—	—
Corris	2 3	10	304	387	19	1,282	305	114	8	—	—	2	—
Dearne Valley	4 8½	14	1,597	6,080	—	1,743	752	574	—	—	—	—	—
Deptford Foreign Cattle Market Railway	See under "London Corporation."												
Didcot, Newbury and Southampton	Worked by the Great Western and London and South-Western.												
Dover and Deal Committee	4 8½	9	3,028	5,384	—	2,007	742	183	—	—	—	—	—
Dowlais (Including the "Dowlais Extension.")	4 8½	2	No public traffic. The Line is private property.										
Easingwold	4 8½	2	223	491	2	455	92	87	20	—	9	—	—
East and West Junction	Worked by the East and West Junction, and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee.												
East and West Junction, and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee. (Including the "Evesham, Redditch, and Stratford-upon-Avon Junction.")	4 8½	52	8,981	12,953	2,307	6,971	2,529	358	120	7	160	80	—

(a) Line opened for public traffic on 12th September, 1907.

Stock, ENGLAND AND WALES, in 1907.

OTHERWISE STATED.

		ROLLING STOCK on 31st December, 1907.													NAME OF COMPANY.	
Amount (not included in the foregoing).	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.	CARRIAGES, WAGGONS, TRUCKS, &c.											
					Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.				
						Steam.	Electric.									
£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.				
1,235	172,021	262,612	90,591	66	30	2	—	4	—	619	10	635	Alexandra (Newport and South Wales) Docks and Railway.			
													Baker Street and Waterloo.			
													Bala and Festiniog.			
131	450,397	771,123	320,720	58	138	2	—	119	33	1,942	493	1,689	Barry.			
82 (a)	2,783	1,087	1,096	—	3	—	—	6	—	8	1	15	Bideford, Westward Ho! and Appledore.			
			Deficiency										Birkenhead.			
480	3,246	4,075	829	80	2	—	—	6	—	18	—	24	Bishop's Castle.			
													Blackpool and Fleetwood Tramroad (Electric).			
—	1,191	737	454	—	2	—	—	10	—	8	—	15	Bradford Corporation (Nidd Valley Light).			
			Deficiency										Breckon and Merthyr Tydfil Junction.			
—	78,012	125,242	47,230	62	34	—	—	60	9	556	23	648	Bridgewater.			
													Brighton and Dyke.			
													Budleigh Salterton.			
—	14,767	24,983	10,216	50	7	—	—	—	—	19	—	19	Burry Port and Gwendreath Valley.			
—	214,009	330,074	122,065	64	102	—	—	225	110	2,454	68	2,857	Cambrian.			
114	2,530	4,202	1,732	59	—	—	—	—	—	—	—	—	Cannock Chase and Wolverhampton			
36,387	330,123	487,519	167,396	66	82	—	—	1	—	976	—	977	Cardiff.			
													Central London (Electric).			
													Charing Cross, Euston, Hampstead (Electric).			
													Charnwood Forest.			
49,230	871,397	1,126,800	255,503	77	—	—	—	345	102	3,633	217	4,267	Cheshire Lines Committee.			
													City and South London (Electric).			
417	48,080	72,848	24,760	66	6	—	—	—	—	294	5	299	Cleator and Workington Junction.			
21	31,751	49,331	17,580	64	Locomotive power and rolling stock provided by the "London and North-Western" and "North-Eastern" Companies.											
—	13,929	17,931	4,003	78	4	—	—	9	6	133	5	153	Cockermouth, Keswick, and Penrith.			
—	924	2,229	1,305	41	2	—	—	2	—	10	—	12	Colne Valley and Halstead.			
—	2,426	2,508	82	97	3	—	—	8	1	18	—	27	Corringham Light.			
—	10,000	22,485	11,780	43	Locomotive power and rolling stock provided by the "Lancashire and Yorkshire" Railway Company.											
													Corris.			
													Dearne Valley.			
													Deptford Foreign Cattle Market Railway.			
													Didcot, Newbury and Southampton.			
994(b)	12,338	15,909	3,562	78	Locomotive power and rolling stock provided by the Companies owning the line.											
													Dover and Deal Committee.			
													Dowlais.			
13	1,403	2,147	744	65	1	—	—	2	1	—	—	3	Easingwold.			
													East and West Junction.			
3,135 (c)	37,743	37,741	2	—	15	—	—	12	11	156	1	180	East and West Junction, and Stratford-upon-Avon, Towcester, and Midland Junction Joint Committee.			
			Deficiency													

(a) Hire of rolling stock. (b) Including £912 paid for use of Deal Station. (c) Including £3,085 for mileage and demurrage.

NAME OF COMPANY.	Gauge of Line.	Length of Line in miles open on 31st December, 1907.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.
East and West Yorkshire Union	4 8½	9	1,444	5,351	768	2,536	849	1,237	—	—	42	—	153
East Cornwall Mineral (a) (Calstock to Callington)	8 6	7	60	564	144	570	340	179	—	—	—	—	—
East Lincolnshire	Leased to the Great Northern.												
East London (Joint Committee)	4 8½	7	6,728	—	—	30,291	5,761	3,203	67	—	30	193	—
Easton and Church Hope	Worked by the Great Western and London and South-Western.												
Breasham, Redditch, and Stratford-upon-Avon Junction	Worked by the East and West Junction, and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee.												
Exeter	Worked by the Great Western.												
Exmouth Docks and Railway	Short Line worked by the London and South-Western.												
Felixstowe Dock and Railway	Branch Line worked by the Great Eastern.												
Festiniog	1 11½	14	1,852	3,390	1,128	2,987	866	964	169	—	38	—	10
Forcett	4 8½	5	593	1,240	—	191	293	64	—	—	—	—	—
Forest of Dean Central	Worked by the Great Western.												
Freshwater, Yarmouth, and Newport	Worked by the Isle of Wight Central.												
Furness (Including half the "Whitehaven, Cleator, and Egremont" Joint Line.)	4 8½	134	53,259	68,735	25,318	71,388	20,307	20,904	379	261	417	124	1,267
Garstang and Knot End	4 8½	7	719	689	148	614	301	25	35	—	11	—	—
Glyn Valley Tramway	2 4½	9	884	979	323	490	438	160	—	—	12	—	—
Gorsedda Junction and Portmadoc	This Line is not working, and no returns are available.												
Great Central (Including the "Sheffield District," half the "Great Central and Midland," half the "West Riding and Grimsby," and half the "Metropolitan and Great Central Joint Line.")	4 8½	688	481,987	921,892	276,155	908,952	114,398	137,378	3,877	472	10,956	4,612	22,330
Great Central and Midland Joint Committee	Included in the returns of the Great Central and Midland Railway Companies.												
Great Central and North Staffordshire Joint Committee	4 8½	11	4,793	8,024	—	8,179	1,210	588	12	—	2	2	194
Great Eastern (d) (Including the "London and Blackwall," half the "Great Northern and Great Eastern" and "Norfolk and Suffolk" Joint Lines and part of the "Tottenham and Hampstead Junction" Joint Line.)	4 8½	1,133	506,125	987,242	304,917	1,076,541	162,092	307,405	19,332	1,178	13,068	12,597	16,363
Great Northern (Including the "East Lincolnshire," "Holme and Ramsey," "Horncastle," "Louth and East Coast," "Muswell Hill and Palace," "Nottingham and Grantham," "Nottingham Suburban," "Stamford and Essendine." Also part of the "Great Northern and Great Eastern," "Great Northern and London and North Western," "Halifax and Ovenden," "South Yorkshire," and "West Riding and Grimsby" Joint Lines.)	4 8½	840	514,383	1,169,517	330,183	1,169,787	190,790	223,194	13,078	891	16,589	7,278	22,904
Great Northern and City (Electric)	See pages 78-9 under Electric Railways.												
Great Northern, Piccadilly and Brompton (Electric)	See pages 78-9 under Electric Railways.												
Great North of England, Clarence, and Hartlepool Junction.	Leased to the North-Eastern.												
Great Western (Including the "Bala and Festiniog," "Didcot, Newbury, and Southampton" (except Shawford Junction Line), "Exeter," "Forest of Dean Central," "Manchester and Milford," "Princes-town," "Rhonda and Swansea Bay," "Ross and Monmouth," "Teign Valley," "West Cornwall," "West Somerset." Also jointly with other Companies the "Birkenhead," "Brynmaur and Western Valleys," "Clifton Extension," "Easton and Church Hope," "Great Western and Great Central," "Halesowen," "Hammer Smith and City," "Quaker's Yard and Merthyr," "Severn and Wye and Severn Bridge," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Taff Bargoed," "Tenbury," "Vale of Towy," "Victoria Station and Pimlico," "West London," "Weymouth and Portland," and "Wrexham and Minera Extension.")	4 8½	2,870	1,506,956	2,491,826	759,542	2,256,109	208,330	607,937	50,765	1,882	21,280	21,487	58,279

(a) This line is the property of the "Plymouth, Devonport and South-Western Junction" Railway Company, and is worked by that Company.
 (b) Also stationary engine.
 (c) Cost of pumping for tunnels.

No. (not included in the foregoing).		TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURNS, No. 2.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December, 1907.										NAME OF COMPANY.
						CARRIAGES, WAGGONS, TRUCKS, &c.										
						Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.			
							Steam.	Electric.								
£	£	£	£			No.	No.	No.	No.	No.	No.	No.	No.			
—	12,381	23,577	11,196	53	6	—	—	—	—	201	8	209		East and West Yorkshire Union.		
235	2,092	3,644	1,552	57	2 (b)	—	—	—	—	147	—	147		East Cornwall Mineral (a) (Calstock to Callington).		
														East Lincolnshire.		
17 (c)	49,689	47,123	2,516 Deficiency	—	The traffic is carried in the trains of the Companies using the line.								East London (Joint Committee).			
														Easton and Church Hope.		
														Evesham, Redditch, and Stratford-upon-Avon Junction.		
														Exeter.		
														Exmouth Docks and Railway.		
														Felixstowe Dock and Railway.		
49	10,985	13,313	2,328	83	9	—	—	59	5	1,250	—	1,314		Festiniog.		
	2,398	6,020	3,622	40	Locomotive power and rolling stock provided by the North-Eastern Company.								Forcett.			
														Forest of Dean Central.		
														Freshwater, Yarmouth, and Newport.		
	298,845	583,093	284,248	51	130	1	—	242	100	7,625	51	8,109		Furness.		
	2,537	3,309	882	75	2	—	—	6	—	41	—	47		Garstang and Knot End.		
	2,786	3,668	882	76	3	—	—	14	—	243	15	272		Glyn Valley Tramway.		
														Gorsedda Junction and Portmadoc.		
99	3,215,142	4,816,955	1,601,813	67	1,172	6	—	1,468	341	31,178	2,743	35,761		Great Central.		
														Great Central and Midland Joint Committee.		
90	24,057	33,454	9,397	72	Locomotive power and rolling stock provided by the "Great Central" and "North Staffordshire" Railway Companies.								Great Central and North Staffordshire Joint Committee.			
82	4,040,386	6,164,328	2,123,942	66	1,085	—	—	3,833	1,468	26,532	461	32,300		Great Eastern (d).		
179	3,855,119	5,901,823	2,046,704	65	1,279	7	—	2,491	733	38,999	763	42,993		Great Northern.		
														Great Northern and City (Electric).		
														Great Northern, Piccadilly and Brompton (Electric).		
														Great North of England, Clarence and Hartlepool Junction.		
1,903	8,495,060	13,445,227	4,950,167	63	2,538	63	20	5,119	2,482	64,003	4,235	75,922		Great Western.		

et line, 1 mile 61 chains in length, belonging to the London and India Docks Company, runs from the North Woolwich Branch of the Great Eastern Railway. Passengers and parcels, which constitute the traffic on the line, are carried in the trains of the Great Eastern Railway Company. The total receipts of the line from the railway in the year 1907 were 4,866l. and the expenditure, so far as it can be separated from the Dock expenditure, was 5,469l. (c) The Holme line is the property of the "Great Eastern" Company, but is worked by the "Great Northern" under lease.

NAME OF COMPANY	Gauge of Line.	Length of Line in miles open on 31st December, 1907.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and
	Ft. In.	Miles.	£	£	£	£	£	£	£	£	£	£	
Gwendraeth Valleys	4 8½	3	264	762	52	264	268	64	—	—	—	—	
Halifax and Ovenden	Included in the Returns of the Great Northern and Lancashire and Yorkshire.												
Hammersmith and City Junction	Worked jointly by the Great Western and Metropolitan.												
Harborne	Worked by the London and North-Western.												
Hayling Railways	Leased to the London, Brighton, and South Coast.												
Horncastle	Worked by the Great Northern.												
Hull and Barnsley (Including the "South Yorkshire Junction.")	4 8½	87	39,604	117,182	25,365	115,567	30,805	16,919	40	16	1,716	—	
Isle of Wight	4 8½	14	2,568	6,046	1,418	5,214	2,441	1,499	1,031	—	62	—	
Isle of Wight Central (Including the "Freshwater, Yarmouth, and Newport," and the "Newport, Godshill, and St. Lawrence.")	4 8½	41	7,770	9,003	2,238	7,511	2,719	1,289	1,072	—	22	—	
Kent and East Sussex Light Headcorn Extension	4 8½	24	521 370	1,264 660	55 31	1,062 513	326 158	130 60	—	—	14 7	25	
King's Lynn Docks and Railway	—	—	—	—	—	—	—	—	—	—	—	—	
Lancashire and Yorkshire (Including the "Liverpool, Southport, and Preston Junction" and the "West Lancashire"; also part of the "Axholme," "Halifax and Ovenden," "North Union," "Preston and Longridge," and "Preston and Wyre" Joint Lines.)	4 8½	585	456,823	1,059,359	260,472	1,322,576	92,935	249,653	18,292	672	16,843	7,120	
Lee-on-the-Solent	4 8½	3	79	466	—	464	431	46	7	—	—	—	
Leek and Mansfield Valley Light	Worked by the North Staffordshire.												
Liskeard and Caradon	Worked by the Liskeard and Looe.												
Liskeard and Looe (Including the "Liskeard and Caradon.")	4 8½	20	1,188	2,116	317	1,538	364	194	18	—	—	—	
Liverpool Overhead (Electric)	See pages 78-79 under Electric Railways.												
Liverpool, Southport, and Preston Junction	Undertaking incorporated in the Lancashire and Yorkshire Company.												
Llanelli and Mynydd Mawr (Return for the year ending 31st October, 1907).	4 8½	12	1,756	4,594	41	1,539	469	384	—	—	44	—	
London and Blackwall	Leased to the Great Eastern.												
London and Greenwich	Worked by the South-Eastern and Chatham Railway Companies Managing Committee.												
London and North-Western (Including the "Charnwood Forest," "Harborne," "Mold and Denbigh Junction," and "Shropshire Union." Also part of the "Ashby and Nuneaton," "Birkenhead and Branches," "Brecon and Merthyr, and London and North Western Joint," "Great Northern and London and North Western Joint," "North Union," "Preston and Longridge," "Preston and Wyre," "Rhymney and Nantybwlch," "Shrewsbury and Hereford," "Shrewsbury and Wellington," "Shrewsbury and Welshpool," "Tenbury," "Vale of Towy," "West London," "West London Extension," "Whitehaven, Cleator, and Egremont," and "Wrexham and Minera Extension.")	4 8½	1,947	1,461,714	2,764,408	788,533	3,596,295	290,170	603,014	53,463	2,358	40,904	30,516	
London and South-Western (Including the "Budleigh Salterton," "North Cornwall," "Plymouth, Devonport and South-Western Junction," "Turnchapel Branch of the Plymouth and Dartmoor," "Salisbury Railway and Market House," "Slidmouth," "Shawford Junction Line" (part of the Didcot, Newbury, and Southampton Railway), and "Stonehouse Pool Improvement." Also half of the "Easton and Church Hope" and the "Weymouth and Portland," and part of the "West London Extension." Exclusive of the "Waterloo and City" Line for which see pages 78-9, under Electric Railways.	4 8½	961	549,098	893,155	213,670	877,110	125,738	253,209	35,658	1,312	6,630	1,243	
London, Brighton, and South Coast (Including the "Brighton and Dyke," and "Hayling Railways"; also part of the "Croydon and Oxted," "West London Extension," and "Woodside and South Croydon.")	4 8½	454	318,376	579,149	170,286	515,075	74,297	204,378	32,413	226	6,848	2,400	
London, Chatham, and Dover	Line worked by the South-Eastern and Chatham Railway Companies Managing Committee.												
London Corporation (Foreign Cattle Market, Deptford Railway)	4 8½	(a)	133	—	—	159	—	—	—	—	—	—	
London, Tilbury, and Southend	4 8½	79	41,497	91,913	21,441	91,144	30,080	30,402	1,160	279	433	558	
Louth and East Coast	Leased to the Great Northern.												

(a) This is a single line, the total length being 2 furlongs 2 chains only. (b) Including 1 Motor Car being a moiety of two cars owned in equal shares by the London and South-Western and the London, Brighton and South Coast Railway Companies.

			ROLLING STOCK On 31st December, 1907.													NAME OF COMPANY.
			CARRIAGES, WAGGONS, TRUCKS, &c.													
			RAIL MOTOR CARRIAGES.		Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock Minerals, or General Merchandise.	Other Carriages or Wag- gons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.							
			Steam.	Electric.												
steamboat, Canal, and Harbour Expenses.	Miscellaneous Working Expendi- ture (not included in the fore- going).	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.	Locomotives.										
£	£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.			
—	—	1,674	2,035	361	82	1	—	—	—	—	30	—	30	Gwendraeth Valleys.		
														Halifax and Ovenden.		
														Hammersmith and City Junc- tion.		
														Harborne.		
														Hayling Railways.		
														Horncastle.		
5,553	—	396,300	657,054	260,754	60	131	—	—	85	28	4,300	163	4,476	Hull and Barnsley.		
215	151	20,660	44,869	24,199	46	8	—	—	43	19	204	2	268	Isle of Wight.		
—	2,203	33,912	49,093	15,181	69	10	1	—	37	17	285	9	349	Isle of Wight Central.		
—	—	3,419	5,973	2,554	57	5	1	—	17	4	14	2	38	{ Kent and East Sussex Light. Headcorn Extension.		
—	—	1,813	1,928	115	94											
19,889	—	29,889	50,124	20,235	60	—	—	—	—	—	—	—	—	—	King's Lynn Docks and Railway.	
417	90,698	4,065,838	6,574,009	2,488,171	62	1,395	15	59	4,084	491	32,544	—	37,193	Lancashire and Yorkshire.		
—	—	1,493	767	726 Deficiency	—	—	—	—	3	—	—	—	3	Lee-on-the-Solent.		
														Leek & Manifold Valley Light.		
														Liskeard and Caradon.		
—	228	5,968	6,497	529	92	3	—	—	15	1	50	1	67	Liskeard and Looe.		
														Liverpool Overhead (Electric).		
43	316	9,189	8,695	494 Deficiency	—	5	—	—	—	—	44	2	46	Liverpool, Southport, and Pres- ton Junction.		
														Llanelli and Mynydd Mawr.		
														London and Blackwall.		
														London and Greenwich.		
807	52,346	10,171,046	15,900,828	5,729,782	64	2,973	6	—	6,137	3,416	72,718	4,996	87,273	London and North-Western.		
848	71,365	3,475,739	5,473,541	1,997,802	64	746	22 (b)	—	2,761	1,441	13,230	1,196	18,562	London and South-Western.		
725	38,110	2,092,112	3,461,081	1,368,969	60	535	5 (b)	—	2,310	889	9,565	509	13,278	London, Brighton, and South Coast.		
	—	292	16	276 Deficiency	—	1	—	—	—	—	4	—	4	London, Chatham, and Dover.		
774	15,109	342,100	573,210	231,110	60	74	—	—	432	29	1,844	62	2,367	London Corporation (Foreign Cattle Market, Deptford Railway).		
														London, Tilbury, and Southend.		
														Louth and East Coast.		

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1907.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and
	Ft. in.	Miles	£	£	£	£	£	£	£	£	£	£	£
Lynton and Barnstaple	1 11½	19	1,908	1,896	381	1,403	792	201	45	2	37	—	
Macclesfield Committee	Name changed to "Great Central" and "North Staffordshire" Railway Committee under Act of 7 Edward VII.												
Manchester and Milford	Leased to the Great Western.												
Manchester Ship Canal and Railway	4 8½	44	8,938	33,546	3,719	70,111	35,112	18,308	—	131	5,150	180	
(Including the "Trafford Park")													
Manchester South Junction and Altrincham	4 8½	10	18,367	11,700	10,006	18,968	2,333	6,856	1,321	21	84	—	
Maryport and Carlisle	4 8½	43	12,578	22,621	8,146	15,084	3,344	4,158	805	6	88	—	
Mawddwy	4 8½	7	153	294	—	89	130	45	—	1	—	—	
Mersey (Electric)	See pages 78-9 under Electric Railways.												
Methley Joint Railway	4 8½	6	2,067	1,700 (b)	—	1,846	196	734	3	—	2	—	
Metropolitan	See pages 78-9 under Electric Railways.												
Metropolitan and Great Central Joint Committee (Including the "Oxford and Aylesbury Tramroad.")	Included in the Returns of the Metropolitan and Great Central Companies.												
Metropolitan District	See pages 78-9 under Electric Railways.												
Metropolitan and Metropolitan District City Lines and Extensions.	See pages 78-9 under Electric Railways.												
Mid-Kent (Bromley to St. Mary Cray)	Worked by the South-Eastern and Chatham Railway Companies Managing Committee.												
Midland (c) (Including the "Furness and Midland" Joint Line, "Tottenham and Forest Gate," and "Yorkshire Dales." Also half the "Ashby and Nuneaton," "Clifton Extension," "Great Central and Midland," the "Great Western and Midland," from Malvern Wells to Malvern Link, "Midland and North-Eastern Committee," "Otley and Ilkley," "Severn and Wye and Severn Bridge"; and part of the "Halesowen" and of the "South Yorkshire" and "Tottenham and Hampstead Junction" Joint Lines.	4 8½	1,518	1,074,210	2,631,796	609,965	2,799,705	246,058	458,124	16,311	1,123	19,362	6,900	69
Midland and Great Northern Railways Joint Committee. (Including half the "Norfolk and Suffolk Joint Line.")	4 8½	194	70,360	70,738	14,452	73,970	10,459	7,838	270	22	243	27	14
Midland and North-Eastern Committee (Swinton to Knottingley).	Included in the Returns of the Midland and North-Eastern Companies.												
Midland and South-Western Junction (Including the "Ludgershall and Tidworth.")	4 8½	65	12,714	24,771	3,617	13,657	5,366	1,696	99	3	92	—	
Mid Suffolk (Light) (k)	4 8½	21	517	967	22	734	580	19	—	—	—	—	
Milford Haven Dock and Railway (Return for the year ending 30th September, 1907.)	4 8½	1	171	135	30	116	66	33	—	—	—	—	
Mold and Denbigh Junction	Worked by the London and North-Western.												
Mumbles Railway and Pier	Worked by the Swansea Improvements and Tramways Company.												
Muswell Hill and Palace	Worked by the Great Northern.												
Neath and Brecon	4 8½	40	12,599	11,092	1,365	6,634	2,443	2,175	26	—	418	32	
Newport, Godshill, and St. Lawrence	Worked by the Isle of Wight Central.												
Northampton and Banbury Junction	4 8½	15	2,222	2,223	—	2,020	779	238	108	—	—	—	
North and South-Western Junction (This Line is worked by a Joint Committee of the "London and North-Western," "Midland" and "North London" Railway Companies.)	4 8½	5	5,428	518 (g)	—	7,099	1,331	1,134	3	—	—	—	
North Cornwall	Worked by the London and South-Western.												
North-Eastern (Including the "Great North of England, Clarence and Hartlepool Junction," and the "Scarborough, Bridlington, and West Riding Junction." Also half the "Midland and North-Eastern Committee"; and part of the "Axholme," "Otley and Ilkley" and "South Yorkshire" Joint Lines.)	4 8½	1,695	964,949	1,890,520	990,183	1,680,220	139,506	421,330	13,060	1,410	15,644	27,273	32
North London	4 8½	12	43,311	115,341	23,511	100,499	20,709	40,808	607	163	1,595	71	
North Staffordshire	4 8½	206	—	—	—	—	—	—	—	—	—	—	
Leek and Manifold Valley (Light)	2 6	8	110,092	163,370	49,675	150,671	35,492	35,230	1,866	137	1,610	1,412	5
		214											
North Sunderland (Light)	4 8½	4	210	360	77	312	95	22	—	—	5	—	

(a) Locomotive power supplied by the Great Central and London and North Western Railway Companies. (b) Amount paid to Great Northern Company for working the Coaching Traffic. The Goods Traffic is carried in the trains of the various Companies concerned. (c) Excludes working expenditure of the County Donegal Joint Committee and the Northern Counties Committee for which see pages 32-3 and 34-5.

Miscellaneous Working Expenditure (not included in the foregoing).		TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Percentage proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December, 1907.										NAME OF COMPANY.	
						CARRIAGES, WAGGONS, TRUCKS, &c.											
						Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway not included in the preceding Columns.	Total number of Vehicles of all descriptions, exclusive of Locomotives.				
							Steam.	Electric.									
£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.					
—	6,669	9,133	3,464	73	4	—	—	16	—	22	—	38	Lynton and Barnstaple. Macclesfield Committee. Manchester and Milford. Manchester Ship Canal and Railway.				
63,069	677,093	938,874	261,181	72	60	—	—	—	—	1,419	—	1,419	Manchester South Junction and Altrincham.				
10	68,120	146,742	78,622	46	(a)	—	—	139	—	—	18	167	Maryport and Carlisle.				
1,449	67,900	129,318	61,418	53	28	—	—	41	15	1,788	9	1,853	Mawddwy.				
—	712	725	13	98	2	—	—	5	—	—	—	5	Mersey (Electric). Methley Joint Railway.				
11	6,612	13,463	6,851	49	Locomotive power and rolling stock provided by the Companies working the traffic.								Metropolitan. Metropolitan and Great Central Joint Committee. Metropolitan District. Metropolitan and Metropolitan District City Lines and Extensions. Mid Kent (Bromley to St. Mary Cray).				
631,233	8,728,706	13,483,133	4,754,427	65	2,790	2	—	3,616	1,845	117,833	—	123,290	Midland (c).				
12,142	276,628	346,776	69,148	80	101	—	—	173	53	496	150	872	Midland and Great Northern Railways Joint Committee. Midland and North-Eastern Committee (Swinton to Knottingley).				
142 (d)	67,469 (d)	88,088	20,619	77	26	—	—	37	69	363	2	471	Midland and South-Western Junction.				
48	2,903	3,154	251	92	2	—	—	7	2	24	2	35	Mid Suffolk (Light) (k).				
159	710	989	279	72	1	—	—	20	—	—	—	20	Milford Haven Dock and Railway. Mold and Denbigh Junction. Mumbles Railway and Pier. Muswell Hill and Palace.				
567 (f)	44,689	73,469	28,780	61	11	—	—	19	7	48	18	92	Neath and Brecon. Newport, Godskill, and St. Lawrence.				
27	7,637	9,008	1,371	85	Locomotive power and rolling stock provided by the "London and North-Western" Company.								Northampton and Banbury Junction.				
—	15,624	3,093	12,531 Deficiency	—	Locomotive power and rolling stock provided by the Companies working the traffic.								North and South-Western Junction. North Cornwall.				
4,593 (h)	6,653,789	10,601,197	3,947,408	63	2,000	—	60 (i)	3,611	918	108,963	—	113,562	North-Eastern.				
7,349	366,191 (e)	494,641	128,450	74	124	—	—	622	113	288	280	1,303	North London.				
30,284	618,447	1,020,464	402,017	61	169	2	—	285	149	6,288	131	6,855	North Staffordshire.				
—	1,081	1,634	553	66	1	—	—	5	(j)	(j)	(j)	5	North Sunderland (Light).				

Inclusive of 1,437*l.* paid to the War Department as interest on Capital expended in respect of the Ludgershall and Tidworth Line. (e) Towards this expenditure was received for working other Companies' traffic. (f) Amount paid to "Midland" Company for working expenses on traffic hauled by that Company over 29 miles ne. (g) Paid to Companies having running powers over the line for carrying local traffic. (h) Including £34,368 for electric train working. (i) Including 2 electric Auto Cars. (j) Hired from North-Eastern Railway Company. (k) See note (j) page 54.

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1907.	WORKING EXPENDITURE.										Compensation for Damages and Injuries, &c.
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and the expenditure incurred for the benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Personal	
	Ft. in.	Miles.	£	£	£	£	£	£	£	£	£	£	
North Wales Narrow Gauge - - - - -	1 11½	13	432	972	353	912	464	88	—	—	22	—	
Nottingham and Grantham Railway and Canal - -	Leased to the Great Northern.												
Nottingham Suburban - - - - -	Worked by the Great Northern.												
Oldham, Ashton-under-Lyne, and Guide Bridge Junction - - - - -	4 8½	6	5,394	8,193	—	6,373	774	828	30	5	17	1,286	
Oxford and Aylesbury Trainroad - - - - -	Worked by the Metropolitan and Great Central Joint Committee.												
Penarth Extension - - - - -	Leased to the Taff Vale.												
Penarth Harbour, Dock, and Railway - - - - -	Leased to the Taff Vale.												
Plymouth and Dartmoor (a) - - - - -	4 6	11	53	—	—	—	157	4	—	—	—	—	
Plymouth, Devonport, and South-Western Junction - -	Worked by the London and South-Western.												
Portmadoc, Beddgelert and South Snowdon (b) - - -	1 11½	5	69	178(c)	10	60	253	22	—	—	2	—	
Port Talbot Railway and Docks - - - - -	4 8½	37	7,058	18,018	1,634	8,664	6,110	5,411	3	5	459	—	1
Princeton - - - - -	Worked by the Great Western.												
Ravenglass and Eskdale - - - - -	2 9	7	404	439	17	187	87	8	38	—	—	—	
Redruth and Chasewater - - - - -	4 0	10	361	630	210	875	281	104	—	3	15	—	
Rhondda and Swansea Bay - - - - -	Worked by the Great Western.												
Rhymney (Including part of the "Quaker's Yard and Merthyr" "Rhymney and Nantybwich," and "Taff Bargoed" Joint Lines). - - - - -	4 8½	51	35,241	102,288	11,160	41,840	12,198	19,894	239	132	178	—	
Ross and Monmouth - - - - -	Worked by the Great Western.												
Rowrah and Kelton Fell Mineral - - - - -	4 8½	3	270	469	—	—	6	49	—	—	—	—	
St. Austell and Pentewan Railway, Harbour, and Dock } —Return for the year ending 29th September, 1907. }	2 6	4	297	142	33	501	119	56	—	—	—	—	
Salisbury Railway and Market House - - - - -	Worked by the London and South-Western.												
Saundersfoot Railway and Harbour - - - - -	4 0	4	380	124	77	183	54	52	—	—	—	—	
Scarborough, Bridlington, and West Riding Junction -	Worked by the North-Eastern.												
Sheffield District - - - - -	Worked by the Great Central.												
Shrewsbury and Hereford - - - - -	Leased to the Great Western and London and North-Western.												
Shropshire Union Railways and Canal - - - - -	Leased to the London and North-Western.												
Sidmouth - - - - -	Worked by the London and South-Western.												
Snailbeach District - - - - -	2 4	3	380	477	173	129	27	11	—	—	5	—	
Somerset and Dorset—Return for the year ending 31st October, 1907. (Including the "Bridgwater." The lines are worked by a Joint Committee of the "London and South-Western" and "Midland" Companies.) - - - - -	4 8½	101	36,758	61,406	14,916	38,231	7,555	6,817	270	23	659	12	1
South-Eastern - - - - -	Line worked by the South-Eastern and Chatham Railway Companies Managing Committee.												
South-Eastern and Chatham Railway Companies Managing Committee. (Including the "London and Greenwich," and "Mid Kent (Bromley to St. Mary Cray)"; also part of the "Croydon and Oxted," and "Woodside and South Croydon" Joint Lines, and of the "Victoria Station and Pimlico.") - - - - -	4 8½	629	500,929	802,672	216,379	883,472	142,910	279,791	47,056	347	2,756	1,074	6,1
Southport and Cheshire Lines Extension - - - - -	Worked by the Cheshire Lines Committee.												
South Wales Mineral—Return for the year ending 30th September, 1907. - - - - -	4 8½	13	3,368	2,294	153	2,099	258	283	—	—	—	—	
Southwold - - - - -	3 0	9	455	784	59	1,117	484	124	10	—	18	—	
South Yorkshire Junction - - - - -	Worked by the Hull and Barnsley.												
Stamford and Essendine - - - - -	Worked by the Great Northern.												
Stockbridge - - - - -	4 8½	2	705	1,016	—	160	61	252	—	—	—	—	

(a) Mineral railway for use of which a toll is paid. (b) The Croesor Section (a horse tramroad) was the only portion of this Company's line open for traffic in 1907. (c) Horse haulage.

ROLLING STOCK on 31st December, 1907.														NAME OF COMPANY.
Miscellaneous Working Expenditure (not included in the foregoing).	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Percentage proportion of Expenditure to Total Receipts.	Locomotives.	CARRIAGES, WAGGONS, TRUCKS, &c.								
						RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.		
						Steam.	Electric.							
£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.		
—	3,257	3,792	585	86	3	—	—	16	1	143	4	164	North Wales Narrow Gauge.	
													Nottingham and Grantham Railway and Canal.	
													Nottingham Suburban.	
539	23,592	26,997	3,405	87	Locomotive power and rolling stock provided by the "Great Central" and "London and North-Western" Railway Companies.								Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	
													Oxford and Aylesbury Tramroad.	
													Penarth Extension.	
281	572	2,270	1,698	—	—	—	—	—	—	—	—	—	Penarth Harbour, Dock, and Railway.	
													Plymouth and Dartmoor (a).	
													Plymouth, Devonport, and South-Western Junction.	
—	592	526	66	—	—	—	—	—	—	4	—	4	Portmadoc, Beddgelert and South Snowdon (b).	
39	74,721	137,725	63,004	54	24	1	—	12	—	407	—	420	Port Talbot Railway and Docks.	
													Princetown.	
11	1,212	1,133	79	—	2	—	—	3	1	11	7	22	Ravenglass and Eskdale.	
92	2,723	2,772	49	98	3	—	—	—	—	65	—	65	Redruth and Chasewater.	
													Rhondda and Swansea Bay.	
605	230,500	351,973	121,173	66	110	5	—	97	19	1,075	62	1,255	Rhymney.	
													Ross and Monmouth.	
9	808	1,882	1,079	43	—	—	—	—	—	—	—	—	Rowrah and Kelton Fell Mineral.	
25	1,179	1,285	106	92	1	—	—	—	—	48	1	49	St. Austell and Pentewan Railway, Harbour, and Dock.	
													Salisbury Railway and Market House.	
21	980	451	479	—	1	—	—	—	—	65	—	65	Saundersfoot Railway and Harbour.	
													Scarborough, Bridlington, and West Riding Junction.	
													Sheffield District.	
													Shrewsbury and Hereford.	
													Shropshire Union Railways and Canal.	
													Sidmouth.	
35	1,243	1,113	130	—	2	—	—	—	—	51	—	51	Snailbeach District.	
4,160	171,788	222,975	51,237	77	76	—	—	127	64	1,217	77	1,485	Somerset and Dorset.	
													South-Eastern.	
40,208	3,146,545	5,064,462	1,917,917	62	746	8	—	3,142	1,090	10,406	984	15,630	South-Eastern and Chatham Railway Companies Managing Committee.	
													Southport and Cheshire Lines Extension.	
48	8,512	7,502	1,010	—	7	—	—	—	—	14	15	29	South Wales Mineral.	
—	3,051	5,153	2,102	59	3	—	—	6	—	32	3	41	Southwold.	
													South Yorkshire Junction.	
													Stamford and Essendine.	
—	2,340	5,335	2,995	44	1	—	—	—	—	—	—	—	Stocksbridge.	

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1907.	WORKING EXPENDITURE.												
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations for the direct or indirect benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.		
Stratford-upon-Avon, Worcester, and Midland Junction			<i>Ft. in.</i>	<i>Miles.</i>	£	£	£	£	£	£	£	£	£		
Swansea and Mumbles			<i>Worked by the East and West Junction and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee.</i>												
Swansea Improvements and Tramways (Including the "Mumbles Railway and Pier," and the "Swansea and Mumbles.")			4 8½	6	868	3,973	468	2,066	1,122	1,919	421	7	4	199	—
Taff Vale (Including the "Penarth Extension," and "Penarth Harbour, Dock, and Railway.")			4 8½	124	77,875	209,543	29,270	125,018	27,607	61,037	802	311	1,855	182	710
Talylyn—Return for the year ending 30th Sept., 1907			2 3	7	262	377	76	312	134	194	1	—	—	—	—
Tanat Valley Light			<i>Worked by the Cambrian</i>												
Teign Valley			<i>Worked by the Great Western.</i>												
Tenbury			<i>Worked by the Great Western and London and North-Western.</i>												
Tottenham and Forest Gate			<i>Worked by the Midland.</i>												
Trafford Park			<i>Worked by the Manchester Ship Canal Company.</i>												
Vale of Glamorgan			<i>Worked by the Barry.</i>												
Vale of Rheidol Light			1 11½	12	901	1,072	88	707	297	91	—	—	16	35	—
Van			<i>Worked by the Cambrian.</i>												
Victoria Station and Pimlico			<i>Line and Station leased to the Great Western and London, Chatham and Dover Railway Companies.</i>												
Welshpool and Llanfair Light			<i>Worked by the Cambrian.</i>												
West Cornwall Railway			<i>See under Great Western.</i>												
West Lancashire			<i>Undertaking incorporated in the Lancashire and Yorkshire Company.</i>												
West London			<i>Leased to the West London Extension.</i>												
West London Extension			<i>Line worked by the Great Western, London and North-Western, London and South-Western, and London, Brighton and South Coast.</i>												
Weston, Clevedon, and Portishead Light Railways			4 8½	15	740	1,644	325	1,129	607	175	—	—	14	—	—
West Riding Committee			<i>Included in the returns of the Great Central and Great Northern.</i>												
West Somerset			<i>Leased to the Great Western.</i>												
West Somerset Mineral			<i>Line closed.</i>												
Weymouth and Portland			<i>Worked by the Great Western and London and South-Western.</i>												
Whitechapel and Bow			<i>See below under Electric Railways.</i>												
Wirral			4 8½	17	5,929	13,068	3,419	10,517	2,784	1,307	566	—	192	298	—
Woodside and South Croydon Joint Committee			<i>Included in the returns of the London, Brighton, and South Coast, and the South-Eastern and Chatham Railway Companies Managing Committee.</i>												
Wrexham and Ellesmere			<i>Worked by the Cambrian.</i>												
Yorkshire Dales			<i>Worked by the Midland.</i>												
TOTAL (exclusive of Electric Lines separately shown below).*			—	15,760	9,307,040	17,958,294	5,275,615	18,641,742	2,375,782	4,199,927	317,705	14,308	193,081	129,058	395,013
						45,279									

LINES WORKED WHOLLY

Baker Street and Waterloo	4 8½	4	4,506	34,444	4,990	19,878	4,649	7,799	426	—	296	192	—
Blackpool and Fleetwood Tramroad	4 8½	8	1,386	3,643	1,328	5,415	2,111	3,142	40	6	—	29	—
Central London	4 8½	6	8,817	50,537	13,444(b)	59,608	14,225	32,592	705	10	330	43	28
Charing Cross, Euston, and Hampstead (p)	4 8½	8	3,368	31,017	2,585	12,878	1,546	4,203	56	—	261	7	—
City and South London	4 8½	8	3,171	25,120	2,114	25,053	5,265	5,936	211	—	—	957	—
Great Northern and City	4 8½	3	1,598	16,375	1,931(c)	19,721	4,652	4,318	—	—	135	3	2
Great Northern, Piccadilly, and Brompton	4 8½	9	8,813	60,498	6,367	33,217	6,080	13,208	266	—	464	104	—
Liverpool Overhead (e)	4 8½	9	10,242	18,244	680	22,294	5,021	2,537	226	—	306	199	—
London and South-Western (Waterloo and City)	4 8½	2	1,240	8,777	665	2,887	232	2,459	624	—	7	—	—
Mersey	4 8½	5	6,618	20,877	4,955	22,995	5,045	3,350	65	—	257	181	—
Metropolitan (Including half the "Hammer-smith and City," and half the "Metropolitan and Great Central Joint Line.")	4 8½	46	65,756	150,724	31,750	110,978	39,803	56,331	3,595	152	1,425	1,950	264
Metropolitan District (Including the "Richmond," "Ealing," and "Fulham" Extensions.)	4 8½	25	49,928	109,959	31,895	46,967	21,864	41,220	653	23	1,628	722	—
Metropolitan and Metropolitan District City Lines and Extensions.	4 8½	2	7,508	23,762	—	7,329	1,777	1,800	83	—	49	531	—
Whitechapel and Bow	4 8½	2	5,763	21,320(g)	—	5,968	2,873	1,727	15	—	—	59	—
TOTAL, Electric†	—	137	178,113	551,535	102,654	404,683	114,698	181,017	6,965	190	5,148	4,968	294
GRAND TOTAL, ENGLAND AND WALES	—	(g) 15,897	9,485,153	18,509,329	5,378,269	19,046,425	2,490,475	4,380,944	324,670	14,498	198,229	134,026	395,307
				69,041									

(a) Lift Expenses.

(b) Including repairs and renewals of lifts.

(c) Including 529l. for repairs and renewals of lifts.

(d) Including 2 Motor Cars for breakdown and other purposes.

(e) The Company works 2 miles of Tramways, the length and working expenditure of which are included in the return, it being impossible to give separate a of the Tramways.

(g) The following Statement shows the Length of Line at each Gauge open in England and Wales in the year 1907 :—

Gauge	Ft. in. 1 11½	Ft. in. 2 3	Ft. in. 2 4	Ft. in. 2 4½	Ft. in. 2 6	Ft. in. 2 9	Ft. in. 3 0	Ft. in. 3 6	Ft. in. 4 0	Ft. in. 4 6	Ft. in. 4 8½
Length	Miles. 63	Miles. 17	Miles. 3	Miles. 9	Miles. 21	Miles. 7	Miles. 9	Miles. 7	Miles. 14	Miles. 11	Miles. 15,736

ROLLING STOCK on 31st December, 1907.															NAME OF COMPANY.
Miscellaneous Working Expenditure (not included in the foregoing).	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURNS, No. 2.	NET RECEIPTS.	Percentage proportion of Expenditure to Total Receipts.	Locomotives.	CARRIAGES, WAGGONS, TRUCKS, &c.								Total Number of Vehicles of all descriptions, exclusive of Locomotives.	
						Steam.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Columns.			
							Electric.								
£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.	No.		
2,918	13,975	27,045	13,070	52	5	—	—	30	—	(f)	—	30	Stratford-upon-Avon, Towcester, and Midland Junction. Swansea and Mumbles. Swansea Improvements and Tramways		
1,354	606,671	1,062,966	456,295	57	193 (n)	16	—	260	78	2,280	262	2,905	Taff Vale.		
144	1,500	1,264	236 Deficiency	—	2	—	—	4	1	114	—	119	Talyllyn. Tanat Valley Light. Teign Valley. Tenbury. Tottenham and Forest Gate. Trafford Park. Vale of Glamorgan. Vale of Rheidol Light. Van. Victoria Station and Pimlico.		
19	3,826	5,146	1,820	74	3	—	—	12	3	23	—	35	Welshpool and Llanfair Light. West Cornwall Railway. West Lancashire. West London. West London Extension.		
—	4,644	3,598	1,061 Deficiency	—	3	—	—	14	—	9	—	23	Weston, Clevedon, and Portishead Light Railways. West Riding Committee. West Somerset. West Somerset Mineral. Weymouth and Portland. Whitechapel and Bow.		
43	39,123	64,522	25,399	61	15	—	—	81	1	104	16	202	Wirral. Woodside and South Croydon. Wrexham and Ellesmere. Yorkshire Dales.		
1,789,339	64,867,130 (r)	101,588,321	36,721,191	64	19,013	162	139	42,398	16,166	508,525	18,024	645,414	TOTAL (exclusive of Electric Lines separately shown below).*		

ONLY BY ELECTRICAL POWER.*

8,318(a)	86,064	182,701	46,647	66	—	—	36	72	—	—	2	110	Baker Street and Waterloo.	
1,009	18,219	33,716	15,497	54	—	—	34	—	—	—	—	34	Blackpool and Fleetwood Tramroad	
575	181,808	312,861	181,063	58	4	—	64	172	—	—	15(d)	251	Central London.	
5,366(a)	61,354	74,328	12,974	83	—	—	60	90	—	—	8	158	Charing Cross, Euston, & Hampstead (p)	
—	77,979	171,606	93,627	45	52(h)	—	—	156	—	—	—	155	City and South London.	
—	49,394	97,420	48,026	51	1 (i)	—	82	44	—	—	—	76	Great Northern and City.	
16,594(a)	146,547	225,842	79,296	65	1(h)	—	72	146	—	—	7	225	Great Northern, Piccadilly & Brompton.	
2,390	62,189	79,383	17,194	78	—	—	44	21(k)	—	—	—	65	Liverpool Overhead. (e)	
22	16,972	33,154	16,182	51	—	—	17	12	—	—	—	29	{ London and South Western (Waterloo and City).	
6,528	72,785	100,919	28,134	72	1	—	24	33	—	—	10	67	Mersey.	
4,512	469,408	814,209	344,801	58	66	—	106	372	26	641	—	1,145	Metropolitan.	
—	305,219	452,065	146,866	68	16(l)	—	198	235	—	—	44	477	Metropolitan District.	
—	43,030	58,906	15,876	73	The traffic is carried in the trains of the Companies using the Line.								Metropolitan and Metropolitan District City Lines and Extensions.	
—	37,326	54,884	17,558	68	—	—	—	—	—	—	—	—	Whitechapel and Bow.	
45,874	1,628,284	2,642,014	1,013,730	62	141	—	687	1,352	26	641	86	2,792	TOTAL, Electric.†	
286	1,885,213	66,495,414 (r)	104,230,335	37,734,921	64	19,154	162	528	43,750	16,192	569,166	18,110	648,206	GRAND TOTAL, ENGLAND AND WALES.

(f) The Company carry a large quantity of Coal for the Clyne Valley Coal Company, who provide their own waggons.

(g) Cost of Metropolitan District trains working the traffic.

(h) Electric Locomotives.

(i) Electric Shunting Locomotive.

(j) Including 14 Trams.

(k) Including 10 Electric Locomotives, and 6 Steam Locomotives for Ballast Trains.

(l) Line opened for public traffic on 32nd June 1907.

(m) Including 2 Steam Motor Car Engines.

(n) Exclusive of £60,544 received by the North London Company for working other Lines.

* See † note below.

† This total includes a portion of the length and expenditure of certain lines worked by steam. On the other hand the length, etc., of certain lines worked partly by electricity are not included.

No 3.—Working Expenditure, Net Receipts

THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANIES, &c.

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st January, 1908.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.
	Ft. In.	Miles	£	£	£	£	£	£	£	£	£	£	£
Arbroath and Forfar	Leased to the Caledonian.												
Ayr and Maybole	Leased to the Glasgow and South-Western.												
Bankfoot Light	Worked by the Caledonian.												
Brechin and Edzell District	Worked by the Caledonian.												
Caledonian (Including the "Arbroath and Forfar," "Bankfoot Light," "Brechin and Edzell District," "Callander and Oban," "Cathcart District," "Dundee and Newtyle," "Killin," "Lanarkshire and Ayrshire," "Lanarkshire and Dumbartonshire," and the "Solway Junction"; also part of the "Kilsyth and Bonnybridge," and half the "Glasgow & Renfrew District" the "Glasgow and Kilmarnock" and "Glasgow and Paisley" Joint Lines.)	4 8½	1,099	471,374	882,132	265,639	772,059	94,801	144,715	8,836	280	11,112	4,422	12,759
Callander and Oban	Worked by the Caledonian.												
Campbeltown and Machrihanish (a) (Return for the year ending 31st July, 1907).	2 3	6	329	714	37	343	222	33	—	—	—	45	—
Cathcart District	Worked by the Caledonian.												
Dornoch Light (Return for the year ending 31st August, 1907).	4 8½	8	322	585	27	554	45	10	—	—	—	—	—
Dundee and Newtyle	Leased to the Caledonian.												
Edinburgh and Bathgate	Leased to the North British.												
Forth and Clyde Junction	Leased to the North British.												
Forth Bridge	Worked by the North British.												
Gifford and Garvald Light	Worked by the North British.												
Glasgow and South-Western (Including the "Ayr and Maybole," also half the "Glasgow and Renfrew District," "Glasgow and Kilmarnock," and "Glasgow and Paisley" Joint Lines.)	4 8½	467	151,229	331,350	104,412	318,023	43,086	48,830	3,614	310	3,496	3,413	2,640
Glasgow District Subway	4 0	7	4,134	15,284	2,635	11,773	1,498	4,377	—	—	70	308	—
Great North of Scotland (Including the "Buckle Extension.")	4 8½	336	37,389	89,292	18,018	76,882	12,784	15,108	876	84	917	126	581
Highland (Including the "Invergarry and Fort Augustus" to the 30th April.)	4 8½	485	55,516	125,255	17,481	85,147	13,716	9,451	1,025	155	113	273	964
Invergarry and Fort Augustus	Worked by the North British.												
Killin	Worked by the Caledonian.												
Kilsyth and Bonnybridge	Worked by the Caledonian and North British.												
Lanarkshire and Ayrshire	Worked by the Caledonian.												
Lanarkshire and Dumbartonshire	Worked by the Caledonian.												
Lauder Light	Worked by the North British.												
North British (Including the "Edinburgh and Bathgate," "Forth and Clyde Junction," "Forth Bridge," "Gifford and Garvald Light," "Invergarry and Fort Augustus" from the 1st May, "Lauder Light," and "West Highland"; also part of the "Kilsyth and Bonnybridge.")	4 8½	1,345	460,598	821,236	270,923	859,439	83,249	127,370	8,995	227	5,767	10,605	11,064
Portpatrick and Wigtownshire Joint Committee	4 8½	82	10,312	18,905	128	10,983	1,938	2,184	144	—	240	—	—
Solway Junction	Undertaking transferred to the Caledonian Company.												
West Highland	Worked by the North British.												
Wick and Lybster Light (Return for the year ending 29th February, 1908).	4 8½	14	603	789	49	675	75	54	—	—	—	—	2
TOTAL SCOTLAND	(b)	3,849	1,191,806	2,235,542	679,349	2,135,578	252,024	352,132	24,090	1,056	21,715	19,259	28,010

(a) Line opened for Mineral and Goods traffic on 13th August and for Passenger traffic on 17th August, 1906.

(b) The following Statement shows the Length of Line at each Gauge open in Scotland in the year 1907 :—

Gauge	Ft. in. 2 8	Ft. in. 4 0	Ft. in. 4 8½
Length	Miles. 6	Miles. 7	Miles. 8,836

d Rolling Stock, SCOTLAND, in 1907.

WHEN OTHERWISE STATED, ENDED ON THE 31ST JANUARY, 1908.

EXPENDITURE, REVENUE, AND PROFITS.			TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st January, 1908.										NAME OF COMPANY.	
						CARRIAGES, WAGGONS, TRUCKS, &c.											
						Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the Conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.				
							Steam.	Electric.									
£	£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.				
1,221	184,980	2,868,515	4,986,770	2,118,255	58	927	—	—	1,924	515	63,330	939	66,758	Arbroath and Forfar. Ayr and Maybole. Bankfoot Light. Brechin and Edzell District.			
—	101	1,864	2,770	908	67	4	—	—	6	—	—	—	6	Callander and Oban. Campbeltown and Machrihanish.			
—	28	1,571	1,725	154	91	1	—	—	3	—	—	—	3	Cathcart District. Dornoch Light. Dunder and Newtyle. Edinburgh and Bathgate. Forth and Clyde Junction. Forth Bridge. Gifford and Garvald Light.			
1,032	85,632	1,168,255	1,902,133	733,878	61	402	3	—	986	340	17,467	362	19,158	Glasgow and South-Western.			
—	—	40,140	76,967	36,817	52	—	—	—	58	—	—	—	58	Glasgow District Subway.			
—	9,777	263,150	502,575	239,725	52	115	—	—	427	309	3,526	73	4,335	Great North of Scotland.			
—	7,333	317,463	542,200	224,737	59	146	—	—	322	154	2,837	72	3,335	Highland. Invergarry and Fort Augustus. Killin. Kilsyth and Bonnybridge. Lanarkshire and Ayrshire. Lanarkshire and Dumbartonshire. Lauder Light.			
1,107	41,347	2,768,353	4,902,753	2,134,400	56	880	—	—	2,235	1,192	67,539	307	71,273	North British.			
—	4,317	49,151	62,795	13,614	78	(c)	—	—	1	1	24	—	26	Portpatrick and Wigtownshire Joint Committee. Solway Junction. West Highland.			
—	34	2,285	2,718	468	83	Locomotive power and Rolling Stock provided by the "Highland" Company.										Wick and Lybster Light.	
260	333,529	7,430,747	12,963,726	5,502,979	58	2,475	3	—	5,962	2,511	154,723	1,803	165,002	TOTAL SCOTLAND.			

The Committee's stock on the Wigtownshire line is worked by the Glasgow and South Western Company, who, with the Caledonian Company, provide and work the stock for the Portpatrick line, and also the remaining stock required for the working of the Wigtownshire line.

No. 3.—Working Expenditure, Net Re

YEAR ENDED 31ST DEC

NAME OF COMPANY.	Gauge of Line.	Length of Line in miles open on 31st December, 1907.	WORKING EXPENDITURE.									
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Schools, Charities, and other Institutions or Associations not under the direct control of the Company, and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries &c.
	<i>Ft. in.</i>	<i>Miles.</i>	£	£	£	£	£	£	£	£	£	£
Ballycastle	3 0	16	1,492	1,502	313	909	380	98	-	-	18	28
Bantry Extension	Worked by the "Cork, Bandon, and South Coast."											
Belfast and County Down (Including the "Downpatrick, Killough, and Ardglass.")	5 3	80	15,926	24,366	8,834	24,114	6,376	3,262	-	25	345	-
City of Dublin Junction	Worked by the Dublin and South-Eastern.											
Clonakilty Extension	Worked by the Cork, Bandon, and South Coast.											
Cork and Macroom Direct	5 3	25	2,175	2,187	785	3,241	1,053	727	-	-	35	-
Cork, Bandon, and South Coast (Including the "Baltimore and Skibbereen," "Bantry Extension," "Bantry Bay Extension," "Clonakilty Extension," and "Ilen Valley.")	5 3	95	12,530	16,681	5,316	13,314	2,680	2,218	-	91	237	114
Cork, Blackrock, and Passage	3 0	16	996	3,362	365	2,584	1,455	415	-	2	24	-
County Donegal Railways Joint Committee (Including the "Donegal and Killybegs," and the "Stranoriar and Glenties.")	3 0	91	7,181	7,375	443	6,172	1,938	567	-	-	84	-
Dublin and Kingstown	Leased to the Dublin and South-Eastern.											
Dublin and South Eastern (Including the "City of Dublin Junction," "Dublin and Kingstown" and "Wicklow Tramways.")	5 3	161	35,378	52,135	14,107	44,908	13,672	10,880	-	45	569	1,251
Dundalk, Newry, and Greenore	5 3	26	3,717	4,785	1,304	8,411	675	313	-	10	219	50
Great Northern of Ireland	5 3	542	121,835	190,581	29,868	154,581	29,748	37,292	-	211	2,231	1,459
Great Southern and Western of Ireland (Including the "Athenry and Tuam Extension to Claremorris," "Collooney and Claremorris," "Headford and Kenmare," "Killorglin and Valentia," "Southern," "Tralee and Fenit"; also the "Waterford and Fermoy" and "Wexford and Rosslare" sections of the "Fishguard and Rosslare Railways and Harbours Company.")	5 3	1,121	218,468	268,551	62,695	210,000	45,739	49,354	-	812	3,606	2,115
Ilen Valley	Worked by the Cork, Bandon, and South Coast.											
Letterkenny	Worked by the Londonderry and Lough Swilly.											
Listowel and Ballybunion	(d)	9	761	868	164	330	204	16	-	-	25	-
Londonderry and Lough Swilly (Including the "Barraport Extension," "Carndonagh Extension," and "Letterkenny.")	3 0	99	6,220	9,190	965	6,839	1,954	218	-	11	109	29

(d) The Listowel and Ballybunion Line is constructed with a single elevated rail.

RAILWAY RETURNS.—1907.

Rolling Stock, IRELAND, in 1907.

PT WHERE OTHERWISE STATED.

						ROLLING STOCK on 31st December, 1907.										NAME OF COMPANY.	
						CARRIAGES, WAGGONS, TRUCKS, &c.											
						RAIL MOTOR CARRIAGES.		Carriages used for the Con- veyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.					
						Steam.	Electric.										
Miscellaneous Working Expendi- ture (not included in the fore- going).		TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN, No. 2.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.	Locomotives.	No.	No.	No.	No.	No.	No.	No.				
-	38	4,780	6,252	1,472	76	3	-	-	-	13	2	59	-	74	Ballycastle.		
															<i>Bantry Extension.</i>		
47	17,106	104,425	168,747	64,322	62	30	3	-	-	153	19	625	37	837	Belfast and County Down.		
															<i>City of Dublin Junction.</i>		
															<i>Clonsilla Extension.</i>		
-	-	10,231	19,111	8,880	54	4	-	-	-	25	2	100	3	130	Cork and Macroom Direct.		
-	736	54,114	95,897	41,783	56	20	-	-	-	48	16	394	20	478	Cork, Bandou, and South Coast.		
45	719 (a)	15,510	21,598	6,088	72	4	-	-	-	28	-	26	-	54	Cork, Blackrock, and Passage.		
-	134 (c)	23,664	30,668	7,004	77	17	-	-	-	56	11	230	18	315	{ County Donegal Railways Joint Committee.		
															<i>Dublin and Kingstown.</i>		
-	1,084	176,176	290,704	114,528	61	60	-	-	-	229	73	970	17	1,289	Dublin and South Easter.		
-	5,560	25,515	24,050	1,465 Deficiency	-	6	-	-	-	15	11	196	5	227	Dundalk, Newry, and Greenore.		
-	34,375	596,699	1,071,440	474,741	56	161	7	-	-	360 (b)	302	4,093	175	5,537	Great Northern of Ireland.		
5 (c)	964	874,187	1,457,738	583,551	60	283	1	-	-	529	362	6,670	382	7,944	Great Southern and Western of Ireland.		
															<i>Hea Valley.</i>		
															<i>Letterkenny</i>		
-	-	2,378	2,251	127 Deficiency	-	3	-	-	-	13	-	24	2	39	Listowel and Ballybunion.		
-	-	26,786	40,318	13,532	66	16	-	-	-	36	12	248	5	501	Londonderry and Lough Swilly.		

(a) Including 680l. for Hire Purchase of Rolling Stock. (b) Includes 11 Electric Tram Cars. (c) Cost of Queenstown Tenders. (c) Credit.

NAME OF COMPANY.	Gauge of Line.	Length of Line in Miles open on 31st December, 1907.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotive Power (including Stationary Engines).	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Merchandise).	General Charges.	Rates and Taxes.	Government Passenger Duty.	Subscriptions or Donations to Hospitals, Charities, and other Institutions or Associations not under the direct control of the Company and not for the exclusive benefit of the Company's servants.	Compensation to Employees under the Workmen's Compensation Acts, 1897 and 1906.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Interest and Parliamentary Expenses.
Midland Great Western of Ireland (Including the "Achill Extension," "Ballina and Killalea," "Ballinrobe and Claremorris," "Galway and Clifden," "Loughrea and Attymon," and "Westport and Mullaranny.")	5 3	538	85,718	122,579	19,380	89,087	16,594	15,205	-	346	130	306	1,365	2,000
Midland (Northern Counties Committee). Northern Counties Section (Including the "Limavady and Dungiven," to the 30th June.†	5 3	201	52,645	73,270	20,328	62,636	12,090	8,414	-	71	868	3,670	823	
Ballymena and Larne and Cushendall Branches of the Midland (Northern Counties).	3 0	48												
Londonderry and Strabane Section.	3 0	14												
		263												
Sligo, Leitrim and Northern Counties	5 3	43	5,874	7,595	2,553	3,692	1,068	167	-	-	77	-	118	
Southern	Worked by the Great Southern and Western.													
Tralee and Fenit	Worked by the Great Southern and Western.													
Waterford and Tramore	5 3	7	663	1,139	302	705	387	164	-	5	19	-	-	
Waterford and Wexford Line	Worked by the Great Southern and Western. The railways are part of the "Fishguard and Rosslare" Railways and													
Waterford, Dungarvan and Lismore, and Fermoy and Lismore Lines.														
TOTAL	-	3,132	571,579	786,216	167,622	681,434	136,013	129,316	-	1,629	8,596	9,022	8,506	15,400

LIGHT RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS ACT, 1902.

Athenry and Tuam Extension to Claremorris	Worked by the Great Southern and Western.													
Ballinacorney and Timoleague Junction	See Timoleague and Courtmacsherry Extension, &c.													
Ballinrobe and Claremorris	Worked by the Midland Great Western of Ireland.													
Bessbrook and Newry Tramway (Electric)	See below under Electric Railways.													
Carrickfergus Harbour Junction	5 3	1	34	49	-	10	38	15	-	-	-	-	-	-
Cavan and Leitrim, Ltd.—Return for the year ending 31st October, 1907.	3 0	49	2,493	3,786	664	2,845	747	139	-	1	-	-	-	-
Clogher Valley Railway—Return for the year ending 30th September, 1907.	3 0	87	2,066	3,037	729	1,799	772	71	-	-	30	393	1	
Cork and Muskerry	3 0	18	1,069	2,704	329	1,880	674	85	-	-	-	-	18	
Donoughmore Extension	3 0	9	397	721	78	323	132	21	-	-	-	-	-	
Loughrea and Attymon	Worked by the Midland Great Western of Ireland.													
Schull and Skibbereen Tramway and Light Railway (Including "Skibbereen Extension.")	3 0	14	1,299	1,496	856	735	300	56	-	-	-	-	-	
South Clare, Limited	Worked by the West Clare, Limited.													
Timoleague and Courtmacsherry Extension and Ballinacorney and Timoleague Junction.	5 3	9	546	1,088	114	427	246	7	-	-	-	-	20	
Tralee and Dingle	3 0	37	2,438	4,416	741	2,258	484	87	-	-	38	-	88	
West Clare, Limited—Return for the year ending 31st October, 1907. (Including the "South Clare," Limited)	3 0	53	4,657	6,620	1,775	4,292	1,920	131	-	-	152	-	19	
TOTAL	-	227	15,604	23,917	5,306	14,569	5,313	612	-	1	220	393	146	

LIGHT RAILWAY WORKING EXPENDITURE.

Bessbrook and Newry Tramway	3 0	3	136	174	93	564	377	123	-	-	-	-	4	
TOTAL LIGHT RAILWAYS—IRELAND	-	230	15,740	24,091	5,399	15,133	5,690	735	-	1	220	393	150	
GRAND TOTAL—IRELAND (a)	-	3,362	587,319	810,307	173,021	646,567	141,703	130,045	-	1,630	8,816	9,415	8,653	15,400

(a) The following Statement shows the Length of Line at each Gauge open in Ireland in the year 1907 :—

Gauge	ft. 3	ft. 5
	in. 0	in. 3
Length	Miles. 504	Miles. 2,849

* Exclusive of the Listowel and Ballybunion Railway, nine miles in length, constructed on a single elevated rail.
† Vested in the Midland under Act of 7 Edw. VII. ch. 130.

Miscellaneous Working Expenditure (not included in the foregoing).		TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAFFIC RETURN No. 2.		NET RECEIPTS.	Percentage proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December, 1907.								NAME OF COMPANY.
						CARRIAGES, WAGGONS, TRUCKS, &C.									
						Locomotives.	RAIL MOTOR CARRIAGES.		Carriages used for the conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.	Other Carriages or Waggons used on the Railway, not included in the preceding Columns.	Total Number of Vehicles of all descriptions, exclusive of Locomotives.		
£	£	£	£		No.	No.	No.	No.	No.	No.	No.	No.			
-	362,580	617,118	254,538	59	139	-	-	194	205	2,834	184	3,417	Midland Great Western of Ireland.		
26,171	261,240	384,056	122,816	68	77	2	-	221	143	2,264	75	2,705	Midland (Northern Counties Committee)		
1,975	23,048	28,312	5,264	81	11	-	-	18	13	182	-	213	Sligo, Leitrim, and Northern Counties. Southern. Tralee and Fenit.		
-	3,335	7,213	3,878	46	4	-	-	17	1	9	2	29	Waterford and Tramore.		
Company's Undertakings.													{ Waterford and Wexford Line. Waterford, Dungarvan and Lismore, and Fernoy and Lismore Lines.		
78,594	2,564,603	4,265,473	1,700,806	60	838	13	-	1,955	1,172	19,524	925	23,589	TOTAL.		

TRAMWAYS (IRELAND) ACTS, 1860 to 1883, &c.

-	154	140	14 Deficiency.	-	-	-	-	-	-	-	-	-	Athenry and Tuam Extension to Claremorris. Balliniscarthy and Timoleague Junction. Ballinrobe and Claremorris.
56	10,778	12,315	1,539	88	9	-	-	12	12	136	6	166	Bessbrook and Newry Tramway (Electric). Carrickfergus Harbour Junction.
88	9,240	8,757	483 Deficiency.	-	6	-	-	13	7	97	-	117	Cavan and Leitrim.
33	7,395	9,856	2,461	75	7	-	-	19	8	56	-	83	Clogher Valley Railway.
3	1,675	1,545	130 Deficiency.	-	1	-	-	2	1	12	-	15	Cork and Muskerry.
62	4,813	3,372	1,441 Deficiency.	-	4	-	-	7	4	44	4	59	Donoughmore Extension. Loughrea and Attymon.
38	2,512	1,948	564 Deficiency.	-	3	-	-	4	-	20	-	24	Schull and Skibbereen Tramway and Light Railway. South Clare, Limited.
-	10,578	8,421	2,157 Deficiency.	-	7	-	-	20	-	77	-	97	Timoleague and Courtmacsherry Extension and Balliniscarthy and Timoleague Junction.
25	19,751	21,317	1,566	98	10	-	-	27	7	121	12	167	Tralee and Dingle.
305	66,894	67,671	777	99	47	-	-	104	39	563	22	728	West Clare, Limited. TOTAL.

CENTRAL POWER.

-	1,471	1,718	247	86	-	-	2	1	2	10	-	24	Bessbrook and Newry Tramway.
306	68,865	69,389	1,024	99	47	-	2	109	41	582	22	752	TOTAL LIGHT RAILWAYS—IRELAND.
78,800	2,633,033	4,334,862	1,701,829	61	885	13	2	2,060	1,213	20,106	947	24,341	GRAND TOTAL—IRELAND.

RAILWAY RETURNS.—1907.

APPENDICES.

- A.**—Season and Periodical Tickets—Numbers and Receipts for each class.
- B.**—Length of Line, with number of Miles of Single, Double, Treble, and Quadruple, or more Lines of Rail.
- C.**—Expenditure of certain Companies on Wages and Materials in the Permanent Way, Locomotive, Repair and Renewal of Carriages and Waggon, and Traffic Departments.
(Compiled from the Statutory Half-yearly Accounts.)
- D.**—Electrical Working of Railways in 1907.
- E.**—Railways authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, the Light Railways (Ireland) Act, 1893, and the Railways (Ireland) Act, 1896.
- F.**—New Companies incorporated during the year.
- G.**—Amalgamations, Abandonments, etc., during the year.

APPENDIX A.—SEASON TICKETS.

EQUIVALENT NUMBER OF ANNUAL TICKETS ISSUED AND RECEIPTS THEREFROM IN 1907

NOTE.—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Work-men's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Work-men's Weekly Tickets).	Total
ENGLAND AND WALES.								
					£	£	£	£
Alexandra (Newport and South Wales) Docks and Railway	No Season Tickets issued.							
Baker Street and Waterloo	See below under Railways worked by Electrical Power.							
Barry	48	214	925	1,187	208	773	2,696	3
(Including leased and worked lines, for names of which see p. 48.)								
Bideford, Westward Ho! and Appledore	2	—	—	2	5	—	—	
Bishop's Castle	No Season Tickets issued.							
Blackpool and Fleetwood Tramroad	See below under Railways worked by Electrical Power.							
Bradford Corporation (Nidd Valley Light)	—	—	1	1	—	—	2	
Brecon and Merthyr Tydfil Junction	8	21	102	131	41	105	262	
Cambrian	55	73	494	622	640	694	1,956	3
(Including leased and worked lines, for names of which see p. 48.)								
Central London	See below under Railways worked by Electrical Power.							
Charing Cross, Euston and Hampstead	See below under Railways worked by Electrical Power.							
Cheshire Lines Committee	4,876	—	12,936	17,812	23,787	—	40,557	64
(Including leased and worked lines, for names of which see p. 48.)								
City and South London	See below under Railways worked by Electrical Power.							
Cleator and Workington Junction	8	—	137	145	28	—	434	
Cockermouth, Keswick, and Penrith	37	54	189	280	222	186	702	1
Colne Valley and Halstead	15	—	76	91	46	—	204	
Corringham Light	6	—	68	74	39	—	220	
Corris	—	—	20	20	—	—	53	
Dover and Deal (Joint Committee)	7	37	—	44	98	442	—	
Easingwold	1	—	31	32	1	—	29	
East and West Junction and Stratford-upon-Avon, Towcester, and Midland Junction Joint Committee	7	—	28	35	56	—	70	
East London Joint Committee	64	333	146	543	216	1,005	286	1,4
Festiniog	1	5	183	189	6	32	957	1
Furness	226	29	1,339	1,594	1,858	115	6,112	8,0
Garstang and Knot End	—	—	14	14	—	—	36	
Glyn Valley Tramway	—	—	8	8	—	—	4	
Great Central	3,162	—	25,454	28,616	23,647	—	72,849	96,4
(Including leased and worked lines, etc., for names of which see p. 50.)								
Great Central and North Staffordshire Committee	65	—	248	313	143	—	431	5
Great Eastern	7,612	33,207	11,425	52,244	109,184	229,930	71,375	410,4
(Including leased and worked lines, for names of which see p. 50.)								
Great Northern	6,793	13,050	30,725	50,568	64,136	57,168	127,321	248,6
(Including leased and worked lines, for names of which see p. 50.)								
Great Northern and City	See below under Railways worked by Electrical Power.							
Great Northern, Piccadilly and Brompton	See below under Railways worked by Electrical Power.							
Great Western	5,449	7,294	25,106	37,849	77,802	59,524	100,047	246,3
(Including leased and worked lines, for names of which see p. 50.)								
Hull and Barnsley	43	—	124	167	328	—	652	9
(Including leased and worked lines, for names of which see p. 52.)								
Isle of Wight	23	53	134	210	136	274	476	8

APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
ENGLAND AND WALES—continued.								
					£	£	£	£
Eight Central - - - - - including leased and worked lines, for names of which see p. 52.)	61	246	35	342	419	977	177	1,573
and East Sussex (Light) - - -	3	—	—	3	14	—	—	14
ire and Yorkshire - - - - - including leased and worked lines, for names of which see p. 52.)	10,799	4,785	37,931	53,515	139,739	36,107	184,734	380,590
l and Looe - - - - - including leased and worked lines, for names of which see p. 52.)	—	4	28	32	—	22	87	109
l Overhead - - - - -	See below under Railways worked by Electrical Power.							
and North-Western - - - - - including leased and worked lines, for names of which see p. 52.)	8,988	11,988	43,727	64,703	172,192	67,700	235,071	474,963
and South-Western - - - - - including leased and worked lines, for names of which see p. 52.)	6,095	8,661	9,351	24,107	111,498	86,651	77,772	275,921
erloo and City - - - - -	See below under Railways worked by Electrical Power.							
, Brighton, and South Coast - - - including leased and worked lines, for names of which see p. 52.)	7,161	23,300	1,515	31,976	112,694	190,740	9,815	313,249
, Tilbury, and Southend - - -	1,024	—	7,296	8,320	16,986	—	62,426	79,412
and Barnstaple - - - - -	—	—	2	2	—	—	10	10
ster, South Junction, and rincham - - - - -	1,619	924	5,099	7,642	11,632	5,625	22,962	40,219
rt and Carlisle - - - - -	62	78	500	640	513	379	2,350	3,242
Joint - - - - -	9	—	81	90	14	—	147	161
litan - - - - -	See below under Railways worked by Electrical Power.							
including leased and worked lines, etc., or names of which see p. 54.)	Included in the Returns of the "Metropolitan" and "Great Central" Companies.							
litan and Great Central Joint Committee - - - - -	See below under Railways worked by Electrical Power.							
litan District - - - - -	See below under Railways worked by Electrical Power.							
including leased and worked lines, for names of which see p. 54.)	See below under Railways worked by Electrical Power.							
litan and Metropolitan District y Lines and Extensions - - -	9,567	—	40,377	49,944	108,527	—	200,951	309,478
including leased and worked lines, for names of which see p. 54.)								
l and Great Northern Railways at Committee - - - - -	97	—	375	472	707	—	1,898	2,605
l and South-Western Junction including leased and worked lines, for names of which see p. 54.)	20	—	139	159	155	—	640	795
nd Brecon - - - - -	5	2	2,934	2,941	69	15	4,579	4,663
npton and Banbury Junction - -	—	—	2	2	—	—	7	7
nd South-Western Junction - -	—	5	10	15	—	7	10	17
astern - - - - -	4,099	—	25,523	29,622	73,319	—	176,407	249,726
including leased and worked lines, for names of which see p. 54.)								
ondon - - - - -	4,730	8,953	11,134	24,817	16,198	21,437	21,300	58,935
taffordshire - - - - -	533	1,503	3,238	5,274	5,310	8,628	11,026	24,964
including leased and worked lines, for names of which see p. 56.)								
underland (Light) - - - - -	—	2	1	3	—	11	1	12
Vales Narrow Gauge - - - - -	—	—	24	24	—	—	254	254
, Ashton-under-Lyne, and Guide lge Junction - - - - -	267	99	841	1,207	332	65	1,655	2,052
lbot Railway and Docks - - -	—	—	1,124	1,124	—	—	731	731
ass and Eskdale - - - - -	—	—	4	4	—	—	16	16
y - - - - -	61	167	953	1,181	496	1,014	5,334	6,844

APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Work-men's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Work-men's Weekly Tickets).	TOTAL.
ENGLAND AND WALES—continued.								
Somerset and Dorset	72	—	386	458	£ 696	—	£ 1,426	£ 2,122
(Including leased and worked lines, for names of which see p. 56.)								
South-Eastern and Chatham Railway Companies Managing Committee } (Including leased and worked lines, for names of which see p. 56.)	10,424	23,839	4,476	38,739	150,963	202,855	38,300	392,118
Southwold	—	—	2	2	—	—	3	3
Swansea Improvements and Tramways . (Including leased and worked lines, for names of which see p. 58.)	393	175	206	774	1,501	591	1,075	3,167
Taff Vale	514	888	5,202	6,604	2,638	4,449	21,383	28,470
(Including leased and worked lines, for names of which see p. 58.)								
Talylyn	No Season Tickets issued.							
Weston, Clevedon and Portishead . . .	—	7	—	7	—	37	—	37
Whitechapel and Bow	See below under Railways worked by Electrical Power.							
Wirral	1,009	—	1,613	2,622	5,249	—	5,053	10,302
RAILWAYS WORKED BY ELECTRICAL POWER:								
Baker Street and Waterloo	—	—	510	510	—	—	1,740	1,740
Blackpool and Fleetwood Tramroad . .	—	—	345	345	—	—	2,057	2,057
Central London	No Season Tickets issued.							
Charing Cross, Euston and Hampstead .	—	—	232	232	—	—	1,044	1,044
City and South London	—	—	2,058	2,058	—	—	8,263	8,263
Great Northern and City	—	—	4,346	4,346	—	—	16,466	16,466
Great Northern, Piccadilly and Brompton	—	—	1,039	1,039	—	—	5,163	5,163
Liverpool Overhead	25	—	787	812	111	—	2,380	2,491
London and South Western (Waterloo and City Line)	—	—	1,837	1,837	—	—	5,194	5,194
Mersey	1,460	27	2,367	3,854	6,009	108	6,523	12,639
Metropolitan	7,324	5,504	24,678	37,506	30,334	9,160	49,568	89,062
(Including leased and worked lines, etc., for names of which see p. 54.)								
Metropolitan District	598	52	4,964	5,614	4,683	299	21,642	26,624
(Including leased and worked lines, for names of which see p. 54.)								
Metropolitan and Metropolitan District City Lines and Extensions	9	—	33	42	21	—	33	54
Whitechapel and Bow	112	—	2,142	2,254	256	—	3,244	3,500
TOTAL ENGLAND AND WALES	105,648	145,579	359,380	610,607	1,275,901	987,125	1,647,648	3,910,674
SCOTLAND.								
Caledonian	11,327	—	48,079	59,406	£ 61,180	—	£ 125,216	£ 186,396
(Including leased and worked lines, for names of which see p. 60.)								
Campbeltown and Mackrihanish Light .	6	—	—	6	23	—	—	23
Dornoch Light	3	—	9	12	2	—	14	16
Glasgow and South-Western	1,772	—	5,633	7,405	23,905	—	37,737	61,642
(Including leased and worked lines, for names of which see p. 60.)								
Glasgow District Subway	No Season Tickets issued.							
Great North of Scotland	694	—	2,360	3,054	6,541	—	12,740	19,281
Highland	126	—	744	870	2,109	—	5,007	7,116
North British	7,987	—	15,483	23,470	72,981	—	67,921	140,902
(Including leased and worked lines, for names of which see p. 60.)								
Portpatrick and Wigtownshire Joint Committee	41	—	162	213	257	—	648	905
Wick and Lybeter Light	1	—	9	10	5	—	32	37
TOTAL SCOTLAND	21,957	—	72,479	94,436	167,003	—	249,315	416,318

APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Work-men's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Work-men's Weekly Tickets).	TOTAL.
IRELAND.								
Waterford and County Down	569	1,876	8	2,445	£ 5,369	£ 12,677	£ 24	£ 18,046
Waterford and Macroom Direct	10	—	54	64	66	—	252	318
Waterford,andon, and South Coast	12	21	119	152	140	204	983	1,327
Waterford, including leased and worked lines, for names of which see p. 62.)								
Blackrock, and Passage	180	—	321	501	1,020	—	1,185	2,205
Donegal Joint Committee	—	2	12	14	—	15	69	84
London and South Eastern	551	1,374	13	1,938	6,495	10,366	99	16,960
London, including leased and worked lines, for names of which see p. 62.)								
London, Newry, and Greenore	—	1	15	16	—	4	33	37
Northern of Ireland	315	1,345	456	2,116	3,267	9,864	3,554	16,685
Southern and Western of Ireland	160	544	368	1,072	2,138	4,649	4,203	10,990
London, including leased and worked lines, for names of which see p. 62.)								
London and Ballybunion	1	—	2	3	5	—	26	31
Lerry and Lough Swilly	8	16	95	119	86	121	416	623
London, including leased and worked lines, for names of which see p. 62.)								
Great Western of Ireland	41	249	53	343	724	2,379	492	3,595
London, including leased and worked lines, for names of which see p. 62.)								
London (Northern Counties Committee)	212	273	948	1,433	2,075	2,603	6,038	10,716
London, including leased and worked lines, for names of which see p. 62.)								
Leitrim and Northern Counties	5	14	38	57	20	44	82	146
London and Tramore	65	—	15	80	500	—	102	602
TOTAL	2,129	5,715	2,517	10,361	21,905	42,926	17,558	82,389
LIGHT RAILWAYS.								
London and Newry Tramway	See below under Light Railway worked by Electrical Power.							
London and Leitrim, Limited	8	—	20	28	40	—	49	89
Valley Railway	1	—	1	2	6	—	2	8
London and Muskerry	8	—	48	56	52	—	159	211
Tramore Extension	—	—	9	9	—	—	21	21
London and Skibbereen Tramway and } Railway	—	—	5	5	—	—	18	18
London and Courtmacsherry } London, and Balliniscarthy and } League Junction } London and Dingle }	No Season Tickets issued.							
London and Dingle	3	—	40	43	18	—	45	63
Clare, Limited (including the } London, Limited) }	15	—	18	33	71	—	59	130
RAILWAY WORKED BY ELECTRICAL POWER.								
London and Newry Tramway	—	18	—	18	—	23	—	23
TOTAL IRELAND	2,164	5,733	2,658	10,555	22,092	42,949	17,911	82,952
TOTAL UNITED KINGDOM	129,769	151,312	434,517	715,598	1,464,996	1,030,074	1,914,874	4,409,944

APPENDIX B. LENGTH OF LINE IN 1905, 1906, AND 1907.

Length of Line (Geographical) open on 31st December, 1905, 1906 and 1907, giving the number of miles of Single, Double, Treble, and Quadruple, or more Lines of Rails (exclusive of sidings) as returned by the several Companies working Railways in the United Kingdom.

NAME OF COMPANY	LENGTH OF LINE WORKED BY EACH COMPANY.														
	OPEN ON 31st DECEMBER, 1905.					OPEN ON 31st DECEMBER, 1906.					OPEN ON 31st DECEMBER, 1907.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
ENGLAND AND WALES.															
ALEXANDRA (NEWPORT AND SOUTH WALES) DOCKS AND RAILWAY	—	9	—	—	9	—	9	—	—	9	—	9	—	—	9
BAKER STREET AND WATERLOO	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
BARRY	2	57	1	6	66	2	57	1	6	66	2	57	1	6	66
BIDEFORD, WESTWARD HO! AND APPLEDORE	5	—	—	—	5	5	—	—	—	5	5	—	—	—	5
BISHOP'S CASTLE	10	—	—	—	10	10	—	—	—	10	10	—	—	—	10
BLACKPOOL AND FLEETWOOD TRAMROAD	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
BRADFORD CORPORATION (NIDD VALLEY LIGHT)	32	27	—	—	59	32	27	—	—	59	6	1	—	—	7
BRECON AND MERTHYR TYDFIL JUNCTION	21	—	—	—	21	21	—	—	—	21	21	—	—	—	21
BURRY PORT AND GWENDREATH VALLEY	267	9	—	—	276	267	9	—	—	276	267	9	—	—	276
CAMBRIAN	6	—	—	—	6	6	—	—	—	6	6	—	—	—	6
CANNOCK CHASE AND WOLVERHAMPTON	1	2	—	—	3	1	2	—	—	3	1	2	—	—	3
CARDIFF	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
CENTRAL LONDON	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
CHARING CROSS, EUSTON AND HAMSTEAD	4	—	—	—	4	4	—	—	—	4	—	—	—	—	—
CHEAPLE, LIMITED (a)	17	116	3	4	140	18	117	3	3	141	18	115	3	0	142
CHESHIRE LINES COMMITTEE	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
CITY AND SOUTH LONDON	18	12	—	—	30	18	12	—	—	30	18	12	—	—	30
CLEATOR AND WORKINGTON JUNCTION	21	9	1	—	31	21	9	1	—	31	21	9	1	—	31
COCKERMOUTH, KESWICK AND PENRITH	19	—	—	—	19	19	—	—	—	19	19	—	—	—	19
COLNE VALLEY AND HALSTEAD	3	—	—	—	3	3	—	—	—	3	3	—	—	—	3
CORRINGHAM LIGHT	10	—	—	—	10	10	—	—	—	10	10	—	—	—	10
CORRIS	6	2	—	—	8	6	2	—	—	8	6	2	—	—	8
DEARNE VALLEY	—	9	—	—	9	—	9	—	—	9	—	9	—	—	9
DOVER AND DEAL COMMITTEE	—	2	—	—	2	—	2	—	—	2	—	2	—	—	2
DOWLAIS	2	—	—	—	2	2	—	—	—	2	2	—	—	—	2
EASINGWOLD	50	2	—	—	52	50	2	—	—	52	50	2	—	—	52
EAST AND WEST JUNCTION AND STRATFORD-UPON-AVON, TOWCESTER AND MIDLAND JUNCTION JOINT COMMITTEE	4	5	—	—	9	4	5	—	—	9	4	5	—	—	9
EAST AND WEST YORKSHIRE UNION	7	—	—	—	7	7	—	—	—	7	7	—	—	—	7
EAST CORNWALL MINERAL	1	6	—	—	7	1	6	—	—	7	1	6	—	—	7
EAST LONDON JOINT COMMITTEE	12	2	—	—	14	12	2	—	—	14	12	2	—	—	14
FESTINOG	5	—	—	—	5	5	—	—	—	5	5	—	—	—	5
FORCETT	48	86	—	—	134	48	83	2	1	134	48	83	2	1	134
FURNESS	7	—	—	—	7	7	—	—	—	7	7	—	—	—	7
GARSTANG AND KNOT END	9	—	—	—	9	9	—	—	—	9	9	—	—	—	9
GLYN VALLEY TRAMWAY	70	445	14	24	553	82	501	15	29	627	89	555	15	29	688
GREAT CENTRAL	4	28	—	—	32	—	—	—	—	—	—	—	—	—	—
GREAT CENTRAL AND MIDLAND JOINT COMMITTEE (b)	—	11	—	—	11	—	11	—	—	11	—	11	—	—	11
GREAT CENTRAL AND NORTH STAFFORDSHIRE COMMITTEE	403	636	5	25	1,129	406	638	5	25	1,134	405	634	8	26	1,133
GREAT EASTERN	178	536	28	90	832	180	529	34	95	847	191	529	33	96	849
GREAT NORTHERN	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
GREAT NORTHERN AND CITY	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
GREAT NORTHERN, PICCADILLY AND BROMPTON	1,803	1,331	30	91	2,755	1,345	1,402	35	97	2,879	1,328	1,405	42	104	2,879
GREAT WESTERN	3	—	—	—	3	3	—	—	—	3	3	—	—	—	3
GWENDRAETH VALLEYS	14	71	—	1	86	14	71	—	1	86	14	71	1	1	87
HULL AND BAENSLEY	13	1	—	—	14	13	1	—	—	14	13	1	—	—	14
ISLE OF WIGHT	41	—	—	—	41	41	—	—	—	41	41	—	—	—	41
ISLE OF WIGHT CENTRAL	24	—	—	—	24	24	—	—	—	24	24	—	—	—	24
KENT AND EAST SUSSEX LIGHT	41	441	22	79	583	41	437	23	83	584	41	438	23	83	585
LANCASHIRE AND YORKSHIRE	9	56	—	—	65	9	55	1	—	65	9	55	1	—	65
LANCASHIRE, DEREVSHIRE AND EAST COAST (c)	3	—	—	—	3	3	—	—	—	3	3	—	—	—	3
LEE-ON-THE-SOLENT	20	—	—	—	20	20	—	—	—	20	20	—	—	—	20
LISKEARD AND LOOE	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
LIVERPOOL OVERHEAD	1	7	—	—	8	1	7	—	—	8	1	7	—	—	8
LIVERPOOL ST. HELEN'S AND SOUTH LANCASHIRE (d)	12	—	—	—	12	12	—	—	—	12	12	—	—	—	12
LLANELLY AND MYNYDD MAWR	412	1,262	29	244	1,947	414	1,259	25	249	1,947	418	1,254	25	250	1,947
LONDON AND NORTH WESTERN	313	578	5	59	955	316	578	5	59	968	319	578	5	59	961
LONDON AND SOUTH WESTERN	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
WATERLOO AND CITY	103	322	10	19	454	103	322	10	19	454	102	323	10	19	454
LONDON, BRIGHTON AND SOUTH COAST	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LONDON CORPORATION (FOREIGN CATTLE MARKET, DEPTFORD, RAILWAY (e))	13	58	2	6	79	13	58	2	6	79	13	58	2	6	79
LONDON, TILBURY AND SOUTHERN	19	—	—	—	19	19	—	—	—	19	19	—	—	—	19
LYNTON AND BARNSTABLE	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
MACCLESFIELD COMMITTEE	41	—	—	—	41	41	—	—	—	41	41	—	—	—	41
MANCHESTER AND MILFORD (f)	29	12	1	—	42	32	11	1	—	44	32	11	1	—	44
MANCHESTER SHIP CANAL AND RAILWAY	1	5	—	4	10	1	5	—	4	10	1	5	—	4	10
MANCHESTER, SOUTH JUNCTION AND ALTRINCHAM	14	28	1	—	43	14	28	1	—	43	14	28	1	—	43
MARYPORT AND CARLISLE	7	—	—	—	7	7	—	—	—	7	7	—	—	—	7
MAWDDWY	—	—	—	—	—	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
MERSEY	6	—	—	—	6	6	—	—	—	6	6	—	—	—	6
METHLEY JOINT COMMITTEE	10	62	—	7	79	—	—	—	—	—	—	—	—	—	—
METROPOLITAN	2	23	—	—	25	—	—	—	—	—	—	—	—	—	—
METROPOLITAN DISTRICT	—	2	—	—	2	See below under Railways worked by Electrical Power.	—	—	—	—	—	—	—	—	—
METROPOLITAN AND METROPOLITAN DISTRICT CITY LINES AND EXTENSIONS	373	878	14	217	1,482	377	895	17	224	1,513	378	899	17	224	1,518
MIDLAND	113	76	—	—	189	114	77	2	1	194	115	76	2	1	194
MIDLAND AND GREAT NORTHERN JOINT COMMITTEE	30	34	1	—	65	30	34	1	—	65	30	35	—	—	65
MIDLAND AND SOUTH WESTERN JUNCTION	19	—	—	—	19	21	—	—	—	21	21	—	—	—	21
MID-SUFFOLK LIGHT	1	—	—	—	1	1	—	—	—	1	1	—	—	—	1
MILFORD HAVEN DOCK AND RAILWAY	37	3	—	—	40	37	3	—	—	40	37	3	—	—	40
NEATH AND BRECON	15	—	—	—	15	15	—	—	—	15	15	—	—	—	15
NORTHAMPTON AND BANBURY JUNCTION	1	4	—	—	5	1	4	—	—	5	1	4	—	—	5
NORTH AND SOUTH WESTERN JUNCTION	503	1,101	10	79	1,693	503	1,102	10	79	1,694	504	1,102	10	79	1,695
NORTH EASTERN	—	7	—	—	7	—	7	—	—	7	—	7	—	—	7
NORTH LONDON	55	153	1	2	211	55	153	1	2	211	58	153	1	2	214
NORTH STAFFORDSHIRE	4	—	—	—	4	4	—	—	—	4	4	—	—	—	4
NORTH SUNDERLAND LIGHT	12	—	—	—	12	12	—	—	—	12	12	—	—	—	12
NORTH WALES NARROW GAUGE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
OLDHAM, ASHTON-UNDER-LYF, AND GUIDE BRIDGE JUNCTION	—	6	—	—	6	—	6	—	—	6	—	6	—	—	6
PLYMOUTH AND DARTMOOR	11	—	—	—	11	11	—	—	—	11	11	—	—	—	11
PORTMANOCK, BEDFORD AND SOUTH SNOWDON	5	—	—	—	5	5	—	—	—	5	5	—	—	—	5
PORT TALBOT RAILWAY AND DOCKS	29	5	—	—	34	29	5	—	—	34	29	5	—	—	34
RAVENSGLASS AND ESKDALE	7	—	—	—	7	7	—	—	—	7	7	—	—	—	7
REDRUTH AND CHASEWATER	10	—	—	—	10	10	—	—	—	10	10	—	—	—	10
RHONDDA AND SWANSEA BAY (f)	15	15	1	—	31	—	—	—	—	—	—	—	—	—	—
RHYMEY	10	32	6	1	49	10	33	7	1	51	10	33	7	1	51

(a) Purchased by the "North Staffordshire" as from 1st January, 1907.

(b) Included in the returns of the "Great Central" and "Midland" Railway Companies for the years 1906 and 1907.

(c) Vested in the "Great Central" as from 1st January, 1907.

(d) Vested in the "Great Central" as from 1st January, 1906.

(e) This is a single line, 2 furlongs 2 chains in length.

(f) Included in the returns of the "Great Western" for the years 1906 and 1907.

APPENDIX B.—LENGTH OF LINE IN 1905, 1906 AND 1907—continued.

NAME OF COMPANY.	LENGTH OF LINE WORKED BY EACH COMPANY.														
	OPEN ON 31st DECEMBER, 1905.					OPEN ON 31st DECEMBER, 1906.					OPEN ON 31st DECEMBER, 1907.				
	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.	Single Lines.	Double Lines.	Three Lines.	Four Lines or more.	TOTAL.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
ENGLAND AND WALES—continued.															
ROWRAH AND KELTON FELL MINERAL	3	—	—	—	3	3	—	—	—	3	3	—	—	—	3
ST. AUSTELL AND PENTEWAN	4	—	—	—	4	4	—	—	—	4	4	—	—	—	4
SAUNDERSFOOT	4	—	—	—	4	4	—	—	—	4	4	—	—	—	4
SNAILBEACH DISTRICT	3	—	—	—	3	3	—	—	—	3	3	—	—	—	3
SOMERSET AND DORSET	57	44	—	—	101	57	44	—	—	101	57	44	—	—	101
SOUTH EASTERN AND CHATHAM COMMITTEE	73	522	10	24	629	74	528	3	24	629	74	528	3	24	629
SOUTH WALES MINERAL	13	—	—	—	13	13	—	—	—	13	13	—	—	—	13
SOUTHWOLD	9	—	—	—	9	9	—	—	—	9	9	—	—	—	9
STOCKSBRIDGE	2	—	—	—	2	2	—	—	—	2	2	—	—	—	2
SWANSEA IMPROVEMENTS AND TRAMWAYS	2	4	—	—	6	5	1	—	—	6	5	1	—	—	6
TAFF VALE	52	45	12	15	124	52	44	13	15	124	52	44	12	16	124
TALYLLYN	7	—	—	—	7	7	—	—	—	7	7	—	—	—	7
VALE OF RHEIDOL LIGHT	12	—	—	—	12	12	—	—	—	12	12	—	—	—	12
WESTON, CLEVEDON AND PORTISHEAD LIGHT	8	—	—	—	8	8	—	—	—	8	14	1	—	—	15
WEST SOMERSET MINERAL	11	—	—	—	11	Line closed. See below under Railways worked by Electrical Power.									
WHITECHAPEL AND BOW	—	2	—	—	2	—	—	—	—	—	—	—	—	—	—
WIRRAL	2	14	—	—	16	2	14	—	—	16	3	14	—	—	17
RAILWAYS WORKED BY ELECTRICAL POWER.															
BAKER STREET AND WATERLOO	—	—	—	—	—	—	4	—	—	4	—	4	—	—	4
BLACKPOOL AND FLEETWOOD TRAMROAD	1	7	—	—	8	1	7	—	—	8	—	7	—	—	8
CENTRAL LONDON	—	6	—	—	6	—	6	—	—	6	—	6	—	—	6
CHARING CROSS, EUSTON AND HAMPSHIRE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CITY AND SOUTH LONDON	—	7	—	—	7	—	7	—	—	7	—	7	—	—	7
GREAT NORTHERN AND CITY	—	3	—	—	3	—	3	—	—	3	—	3	—	—	3
GREAT NORTHERN, PICCADILLY AND BROMPTON	—	—	—	—	—	—	9	—	—	9	—	9	—	—	9
LIVERPOOL OVERHEAD	2	7	—	—	9	2	7	—	—	9	2	7	—	—	9
LONDON AND SOUTH WESTERN (WATERLOO AND CITY LINE)	—	2	—	—	2	—	2	—	—	2	—	2	—	—	2
MERSEY	—	4	—	—	4	—	4	—	—	4	—	4	—	—	4
METROPOLITAN	—	—	—	—	—	—	41	—	—	46	—	41	—	—	46
METROPOLITAN DISTRICT	—	—	—	—	—	—	23	—	—	25	—	23	—	—	25
METROPOLITAN AND METROPOLITAN DISTRICT	See previous page.					—	2	—	—	2	—	2	—	—	2
CITY LINES AND EXTENSIONS	See above.					—	2	—	—	2	—	2	—	—	2
WHITECHAPEL AND BOW	See above.					—	2	—	—	2	—	2	—	—	2
TOTAL, ENGLAND AND WALES	5,265	9,257	207	1,002	15,731	5,280	9,333	218	1,028	15,859	5,287	9,343	225	1,042	15,897
SCOTLAND.															
CALEDONIAN	496	576	13	10	1,095	499	576	13	10	1,098	499	577	13	10	1,099
CAMPBELTOWN AND MACHRIHANISH LIGHT	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DORNOC LIGHT	8	—	—	—	8	8	—	—	—	8	8	—	—	—	8
GLASGOW AND SOUTH WESTERN	125	310	2	11	448	143	310	2	12	467	143	309	2	13	467
GLASGOW DISTRICT SUBWAY	—	7	—	—	7	—	7	—	—	7	—	7	—	—	7
GREAT NORTH OF SCOTLAND	273	63	—	—	336	273	63	—	—	336	273	63	—	—	336
HIGHLAND	443	62	4	—	509	443	62	4	—	509	440	61	4	—	485
NORTH BRITISH	795	492	8	10	1,305	810	492	8	10	1,320	834	493	8	10	1,345
PORTPATRICK AND WIGTOWNSHIRE	80	2	—	—	82	80	2	—	—	82	80	2	—	—	82
WICK AND LYSTERT LIGHT	14	—	—	—	14	14	—	—	—	14	14	—	—	—	14
TOTAL, SCOTLAND	2,234	1,512	27	31	3,804	2,270	1,512	27	32	3,841	2,277	1,512	27	33	3,849
IRELAND—ORDINARY.															
BALLYCASTLE	16	—	—	—	16	16	—	—	—	16	16	—	—	—	16
BELFAST AND COUNTY DOWN	54	21	1	—	76	57	22	1	—	80	57	22	1	—	80
CORK AND MACROOM DIRECT	25	—	—	—	25	25	—	—	—	25	25	—	—	—	25
CORK, BANDO AND SOUTH COAST	94	1	—	—	95	94	1	—	—	95	94	1	—	—	95
CORK, BLACKROCK AND PASSAGE	14	2	—	—	16	14	2	—	—	16	14	2	—	—	16
COUNTY DONEGAL JOINT COMMITTEE	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DONEGAL (a)	106	—	—	—	106	—	—	—	—	—	—	—	—	—	—
DUBLIN AND SOUTH EASTERN	132	29	—	—	161	133	29	—	—	162	132	29	—	—	161
DUNDALK, NEWRY AND GREENORE	26	—	—	—	26	26	—	—	—	26	26	—	—	—	26
GREAT NORTHERN OF IRELAND	374	159	—	—	533	380	162	—	—	542	378	164	—	—	542
GREAT SOUTHERN AND WESTERN OF IRELAND	843	240	—	—	1,083	881	240	—	—	1,121	881	240	—	—	1,121
LISTOWEL AND BALLYBUNION	9	—	—	—	9	9	—	—	—	9	9	—	—	—	9
LONDONDERRY AND LOUGH SWILLY	99	—	—	—	99	99	—	—	—	99	99	—	—	—	99
MIDLAND GREAT WESTERN OF IRELAND	370	108	—	—	538	370	108	—	—	538	370	108	—	—	538
MIDLAND (NORTHERN COUNTIES COMMITTEE)	213	36	—	—	249	227	36	—	—	263	227	36	—	—	263
SLIGO, LEITRIM AND NORTHERN COUNTIES	43	—	—	—	43	43	—	—	—	43	43	—	—	—	43
WATERFORD AND TRAMORE	7	—	—	—	7	7	—	—	—	7	7	—	—	—	7
IRELAND—LIGHT.															
BESSBROOK AND NEWRY TRAMROAD	See below under Light Railway worked by Electrical Power.														
CARRICKFERGUS HARBOUR JUNCTION	1	—	—	—	1	1	—	—	—	1	1	—	—	—	1
CAVAN AND LEITRIM	49	—	—	—	49	49	—	—	—	49	49	—	—	—	49
CLOUGH VALLEY	37	—	—	—	37	37	—	—	—	37	37	—	—	—	37
CORK AND MUCKERRY	18	—	—	—	18	18	—	—	—	18	18	—	—	—	18
DONOUGHMORE EXTENSION	9	—	—	—	9	9	—	—	—	9	9	—	—	—	9
SCHULL AND SKIBBEREEN	14	—	—	—	14	14	—	—	—	14	14	—	—	—	14
TIMOLEAGUE AND COURTMACSHERRY AND BALLIN-ISCARTHY AND TIMOLEAGUE JUNCTION	9	—	—	—	9	9	—	—	—	9	9	—	—	—	9
TRALEE AND DINGLE	37	—	—	—	37	37	—	—	—	37	37	—	—	—	37
WEST CLARE (including the South Clare)	53	—	—	—	53	53	—	—	—	53	53	—	—	—	53
LIGHT RAILWAY WORKED BY ELECTRICAL POWER.															
BESSBROOK AND NEWRY TRAMROAD	3	—	—	—	3	3	—	—	—	3	3	—	—	—	3
TOTAL, IRELAND	2,655	656	1	—	3,312	2,702	660	1	—	3,363	2,699	662	1	—	3,362
TOTAL, UNITED KINGDOM	10,154	11,425	235	1,033	22,847	10,252	11,505	246	1,060	23,063	10,283	11,517	253	1,075	23,108

NOTE.—In the above statement all such Lines as are leased or worked by other Companies, are included under the heading of the Railway Company working or leasing them.
(a) Vested in the "Midland" and the "County Donegal Joint Committee" as from 1st May, 1906.

APPENDIX C.—EXPENDITURE of the under-mentioned RAILWAY COMPANIES in the years 1902 to 1907,
CARRIAGES and WAGGONS
(Compiled from the Statutory Half-yearly

Year.	Caledonian	Great Central.	Great Eastern.	Great Northern.	Great Western.	Lancashire and Yorkshire.	London and North-Western.	London and South-Western.
A.—FOR								
IN MAINTENANCE AND								
1902	£. 161,905	£. 89,375	£. 199,072	£. 144,876	£. 320,863	£. 98,700	£. 387,892	£. 149,632
1903	171,116	91,008	200,895	143,270	328,748	104,329	396,858	148,598
1904	170,402	96,009	208,223	133,479	332,075	105,019	372,000	151,398
1905	175,747	105,817	202,547	142,529	337,914	105,884	380,404	154,806
1906	172,941	114,283	217,815	146,092	348,999	106,042	364,183	149,067
1907	169,536	130,408	216,805	143,533	356,446	104,451	366,698	147,042
IN WORKING								
1902	214,402	263,613	275,956	355,777	667,522	309,330	781,595	256,080
1903	213,183	276,751	273,117	346,114	688,059	303,879	706,008	258,692
1904	211,203	237,104	273,761	348,083	700,763	302,762	748,559	263,931
1905	214,807	307,013	270,913	311,069	713,223	303,539	748,786	265,276
1906	222,527	341,190	273,269	352,356	725,624	317,418	780,294	271,272
1907	224,810	384,448	279,807	376,550	758,574	346,613	834,947	276,894
IN REPAIRS AND								
1902	60,623	152,899	169,385	134,829	363,288	†104,263	251,768	83,865
1903	64,355	169,581	177,124	126,882	379,012	†100,910	259,801	95,610
1904	59,622	157,364	183,090	113,859	303,077	†97,782	239,362	100,637
1905	62,107	159,079	182,758	113,894	410,070	†101,488	222,667	105,631
1906	63,800	161,799	187,109	116,873	431,494	†107,283	246,107	101,279
1907	65,269	170,485	186,273	139,750	450,475	†116,974	247,986	106,650
IN REPAIRS AND RENEWAL								
1902	76,097	86,263	152,538	119,233	237,428	†91,574	218,522	95,257
1903	73,440	91,265	152,276	120,533	235,486	†88,092	221,758	97,678
1904	70,307	98,014	155,837	124,435	244,764	†83,936	213,260	98,898
1905	73,858	104,606	153,036	118,326	247,491	†88,257	230,786	100,349
1906	73,055	108,334	151,703	118,496	252,816	†94,491	233,949	100,987
1907	74,066	113,035	162,752	120,150	261,995	†95,351	243,624	98,730
IN TRAFFIC								
1902	543,038	589,019	775,431	824,112	1,353,773	1,011,226	2,342,666	654,730
1903	551,347	593,769	788,492	833,488	1,412,533	1,013,787	2,356,022	663,089
1904	550,194	589,782	801,076	833,779	1,458,105	1,004,371	2,343,543	675,559
1905	554,004	621,809	800,213	833,611	1,487,335	1,020,727	2,354,220	675,264
1906	563,195	668,863	800,536	845,287	1,534,162	1,052,325	2,406,637	685,728
1907	571,569	710,167	816,937	867,480	1,607,187	1,107,597	2,497,160	696,496

* Including " salaries and

B.—FOR

MATERIALS FOR MAINTENANCE AND								
1902	£. 114,038	£. 87,816	£. 159,234	£. 70,767	£. 398,493	£. 67,559	£. 254,722	£. 154,891
1903	111,348	92,390	166,837	73,905	372,354	73,459	299,457	144,128
1904	112,078	96,887	177,235	87,812	368,197	72,840	361,554	145,419
1905	115,420	111,997	186,628	92,969	345,785	74,088	329,474	144,596
1906	123,835	132,498	173,294	95,472	321,699	73,135	335,910	160,711
1907	115,779	147,074	190,866	107,754	321,782	72,300	332,467	145,446
COAL AND COKE FOR								
1902	254,567	260,836	†282,430	334,335	683,817	269,540	745,530	827,396
1903	241,767	259,094	†279,292	324,899	615,896	263,517	829,358	311,899
1904	234,262	255,639	†253,265	320,498	601,553	259,044	852,532	317,362
1905	243,507	257,280	†247,109	309,458	597,093	247,221	864,196	306,228
1906	270,400	288,629	†244,479	319,335	615,582	262,073	880,362	316,766
1907	369,383	369,344	†296,842	396,163	732,292	322,534	1,077,839	371,841
MATERIALS FOR REPAIRS AND								
1902	94,094	163,204	121,064	139,707	331,469	*62,958	290,790	93,189
1903	87,114	167,133	123,785	142,476	369,960	*68,561	359,189	84,484
1904	82,623	167,970	131,722	139,414	349,557	*68,251	369,446	78,892
1905	87,855	169,800	125,656	131,160	331,998	*88,517	335,178	79,667
1906	91,331	172,704	130,615	121,180	357,448	*86,676	384,307	77,342
1907	97,330	181,975	153,536	144,798	412,565	*97,637	205,060	83,470
MATERIALS FOR REPAIRS AND RENEWAL								
1902	191,019	94,628	169,817	151,741	314,161	*69,683	447,954	99,036
1903	183,494	111,547	166,231	172,886	354,029	*70,065	495,339	106,552
1904	170,747	119,794	165,874	173,992	370,349	*67,118	447,102	108,320
1905	181,776	127,853	147,976	161,822	412,631	*68,148	474,109	106,907
1906	181,564	132,409	151,402	190,093	435,574	*78,483	499,236	108,516
1907	182,603	188,888	147,396	204,754	496,085	*79,778	523,179	111,886

† Fuel.

n WAGES and MATERIALS in the PERMANENT WAY, LOCOMOTIVE, REPAIR and RENEWAL of
nd TRAFFIC DEPARTMENTS.

ccounts of the Companies named.)

London, Brighton, and South Coast.	Midland.	North British.	North Eastern.	South Eastern and Chatham Railway Companies Managing Committee.	Taff Vale.	Total.	Year.
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WAGES.

RENEWAL OF PERMANENT WAY.

£.	£.	£.	£.	£.	£.	£.	
93,294	316,107	165,556	254,155	190,058	20,633	2,532,418	1902
91,718	330,754	168,093	253,812	136,176	21,507	2,587,734	1903
92,406	327,542	170,110	251,710	142,418	21,389	2,684,205	1904
92,686	335,401	181,613	222,956	146,871	21,644	2,686,009	1905
91,937	349,761	182,815	227,797	148,350	21,867	2,644,350	1906
94,735	349,688	184,576	227,729	148,703	21,996	2,662,408	1907

LOCOMOTIVE ENGINES.

146,495	878,064	242,191	558,489	239,064	61,069	5,250,527	1902
147,543	850,329	244,522	545,319	237,132	61,656	5,212,962	1903
149,039	831,758	243,110	513,071	241,877	63,387	5,178,357	1904
150,273	830,775	247,140	497,073	240,806	63,493	5,194,212	1905
151,497	880,152	256,811	516,002	241,325	66,850	5,676,587	1906
151,575	925,349	264,131	540,615	242,684	68,893	5,675,980	1907

RENEWAL OF ENGINES.

80,473	331,739	75,064	287,378	76,849	†22,447	2,213,862	1902
84,486	334,976	73,293	301,832	76,999	†23,603	2,255,464	1903
86,121	326,072	75,649	297,351	76,955	†24,981	2,226,514	1904
79,354	318,992	77,862	275,362	77,054	†24,393	2,245,821	1905
74,462	367,134	76,823	290,078	78,199	†24,760	2,319,205	1906
67,767	387,624	82,097	310,894	77,499	†25,062	2,420,744	1907

CARRIAGES AND WAGGONS.

68,693	105,365	93,708	282,823	85,784	10,796	1,614,086	1902
69,331	196,617	90,516	276,790	90,256	11,377	1,816,015	1903
68,484	292,252	91,055	269,316	92,518	12,105	1,845,381	1904
73,242	200,239	91,621	311,215	90,103	12,740	1,895,709	1905
67,400	216,309	87,396	324,259	93,476	13,722	1,936,063	1906
62,865	220,130	92,532	311,438	95,522	14,936	1,957,756	1907

TRAFFIC DEPARTMENT.*

354,694	2,305,741	580,497	1,313,393	598,742	95,594	13,341,631	1902
353,294	2,339,082	593,214	1,332,772	606,215	98,301	13,534,305	1903
365,339	2,356,439	618,077	1,346,742	619,540	99,887	13,653,833	1904
362,166	2,357,789	622,576	1,341,782	617,167	100,436	13,749,090	1905
366,413	2,413,293	640,083	1,377,034	618,577	104,100	14,076,183	1906
372,651	2,512,368	652,997	1,435,168	626,329	106,635	14,572,971	1907

ges, &c." and clothing.† Repairs only.

MATERIALS.

RENEWAL OF PERMANENT WAY.

£.	£.	£.	£.	£.	£.	£.	
106,413	298,594	79,132	167,625	96,417	17,707	1,983,613	1902
105,023	227,408	81,019	165,719	89,401	18,761	2,021,290	1903
92,750	214,119	89,272	159,954	102,230	16,488	2,085,832	1904
89,883	296,877	104,009	147,972	100,274	13,296	2,003,291	1905
98,563	298,000	116,411	145,934	101,122	15,952	2,102,586	1906
102,817	207,000	132,924	167,212	105,624	15,113	2,164,148	1907

LOCOMOTIVE ENGINES.

243,214	618,244	250,440	419,898	296,085	54,100	5,042,432	1902
240,593	608,093	232,867	413,538	288,187	49,885	4,953,955	1903
227,125	602,813	220,762	380,384	283,958	50,617	4,873,584	1904
217,226	593,060	231,764	367,878	275,813	49,703	4,810,016	1905
213,069	625,407	254,896	407,147	284,826	52,002	5,048,223	1906
232,361	772,286	339,464	494,306	332,331	67,321	6,175,357	1907

RENEWAL OF ENGINES.

76,516	331,827	53,389	265,835	106,296	*16,273	2,151,592	1902
69,021	303,587	70,624	238,504	102,740	*18,787	2,210,904	1903
68,698	288,536	63,572	237,108	97,380	*17,813	2,150,392	1904
84,051	305,006	63,564	272,710	93,884	*15,289	2,199,305	1905
92,110	328,199	74,199	283,048	96,321	*19,620	2,328,709	1906
90,572	445,546	72,159	328,963	97,782	*21,883	2,593,181	1907

CARRIAGES AND WAGGONS.

90,115	312,971	133,014	565,210	106,332	11,284	2,750,965	1902
91,891	315,234	138,089	536,440	110,413	10,770	2,962,580	1903
87,432	323,628	141,395	529,345	117,028	11,780	2,829,284	1904
93,297	319,890	144,847	547,124	110,302	10,668	2,906,419	1905
102,767	340,860	166,163	606,757	111,656	11,710	3,115,050	1906
102,842	343,361	176,710	669,501	117,406	12,761	3,237,220	1907

* Repairs only.

APPENDIX D. RETURNS RELATING TO THE ELECTRICAL WORKING OF THE RAILWAYS OF THE UNITED KINGDOM IN THE YEAR 1907.

NAME OF RAILWAY.	Length of Line over which Electric Trains were run during the Year.												Number of Miles travelled.										Quantity of Electrical Energy used for traction and other purposes (in Board of Trade units).
	Lines solely worked by Electric Traction at the end of the Year.				Lines partly worked by Electric Traction at the end of the Year.								By Passenger Trains or Cars.				By Goods and Mineral Trains or Cars.				TOTAL.		
	First Track.		Second Track.		Third Track.		Fourth Track.		TOTAL.		By Electric Trains (Equivalent number of Car Miles).		By Electric Trains (Equivalent number of Car Miles).		By Electric Trains (Equivalent number of Car Miles).		By Electric Trains (Equivalent number of Car Miles).		By Electric Trains (Equivalent number of Car Miles).				
	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.			
	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.	Miles.	Trains.			
BAKER STREET AND WATERLOO	4½	4½	-	-	-	-	-	-	-	-	991,699	3,087,041	-	-	991,699	3,087,041	36	72	213,675,447				
BLACKPOOL AND FLEETWOOD TRAMROAD	7½	7½	-	-	-	-	-	-	-	-	620,655	620,655	-	-	620,655	620,655	34	-					
CENTRAL LONDON	6	6	-	-	-	-	-	-	-	-	1,286,930	7,511,650	-	-	1,286,930	7,511,650	64	178					
CHARING CROSS, EUSTON AND HAMPTSTEAD	7½	7½	-	-	-	-	-	-	-	-	883,030	2,880,715	-	-	883,030	2,880,715	60	90					
CITY AND SOUTH LONDON	7½	7½	-	-	-	-	-	-	-	-	1,271,898	6,067,717	-	-	1,271,898	6,067,717	52	155					
GREAT NORTHERN AND CITY	3½	3½	-	-	-	-	-	-	-	-	723,467	2,224,103	-	-	723,467	2,224,103	32	44					
GREAT NORTHERN, PICCADILLY & BROMPTON	9	9	-	-	-	-	-	-	-	-	1,572,455	6,136,140	-	-	1,572,455	6,136,140	72	146					
HAMMERSMITH AND CITY	-	-	-	-	-	-	-	-	-	-	302,479	1,802,162	-	-	302,479	1,802,162	(g)	(g)					
LANCASHIRE AND YORKSHIRE	½	½	-	-	-	-	-	-	-	-	1,486,392	5,012,013	-	-	1,486,392	5,012,013	60	52					
LIVERPOOL OVERHEAD	7	7	-	-	-	-	-	-	-	-	795,981	1,989,563	-	-	795,981	1,989,563	44	7					
LONDON AND SOUTH WESTERN : WATERLOO AND CITY LINE	1½	1½	-	-	-	-	-	-	-	-	189,037	500,556	-	-	189,037	500,556	17	12					
LONDON, TILBURY AND SOUTHEAST	3	3	-	-	-	-	-	-	-	-	289,760	1,557,328	-	-	289,760	1,557,328	(a)	(a)					
MERSEY	4½	4½	-	-	-	-	-	-	-	-	827,502	2,381,216	-	-	827,502	2,381,216	24	33					
METROPOLITAN	16½	16½	½	½	½	½	8½	8½	8½	16½	2,745,765	14,217,869	-	-	2,745,765	14,217,869	106	212					
METROPOLITAN DISTRICT	25	25	-	-	-	-	-	-	-	-	2,426,933	10,611,306	-	-	2,426,933	10,611,306	10	235					
" (Working over the London and South Western Railway)	-	-	-	-	-	-	8	8	8	16	846,800	1,546,297	-	-	846,800	1,546,297	-	-					
METROPOLITAN AND METROPOLITAN DISTRICT CITY LINES AND EXTENSIONS	1½	1½	-	-	-	-	-	-	-	-	273,794	1,408,984	-	-	273,794	1,408,984	(b)	(b)					
NORTH EASTERN	½	½	-	-	-	-	29½	29½	29½	2	1,200,304	3,830,264	6,743	79,670	1,212,107	3,918,984	60	44					
WHITECHAPEL AND BOW	2	2	-	-	-	-	-	-	-	-	201,668	1,055,120	-	-	201,668	1,055,120	(a)	(a)					
BESBROOK AND NEWRY	3	3	-	-	-	-	-	-	-	-	-	-	-	-	23,412(d)	41,120	2	1					
TOTAL—1907	110½	106½	½	½	½	½	76½	70½	71½	71½	18,771,690(a)	74,589,759	6,743	79,670	18,771,690(a)	74,589,759	809	1,275	213,675,447				
" 1906	101	95½	½	½	½	½	73½	71½	71½	71½	15,682,653(c)	56,937,422	6,516	71,996	15,682,653(c)	56,937,422	702	1,114	169,681,401				

(a) Supplied by Metropolitan District Company. (b) Supplied by Metropolitan and Metropolitan District Companies. (c) Including 23,376 miles run by mixed trains. (d) Supplied by Metropolitan Company. (e) Including 23,412 miles run by mixed trains. (f) Supplied by Metropolitan and Metropolitan District Companies. (g) Supplied by Great Western and Metropolitan Companies.

RAILWAY RETURNS.

RETURNS OF THE CAPITAL, TRAFFIC, RECEIPTS,
AND
WORKING EXPENDITURE

OF THE
RAILWAY COMPANIES

OF THE
UNITED KINGDOM

For the Year 1907

(Pursuant to the Act 34 & 35 Vict. cap. 78).

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FOR A SERIES OF YEARS.

Presented to both Houses of Parliament by Command of His Majesty.



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